

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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F/V PAPA ROD COLLIDES WITH BULK

\*

CARRIER APPALOOSA NEAR THE

\*

Accident No.: DCA24FM036

SOUTHWEST PASS IN ANCHORAGE,

\*

LOUISIANA ON MAY 2, 2024

\*

\*

\* \* \* \* \*

Interview of: KEITH HENSON, Captain

*F/V Papa Rod*

On board the *F/V Papa Rod*  
Bayou La Batre, Alabama

Friday,  
May 3, 2024

APPEARANCES:

LTJG [REDACTED] [REDACTED]  
United States Coast Guard

LT [REDACTED] [REDACTED]  
United States Coast Guard

LT [REDACTED] [REDACTED]  
United States Coast Guard

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I N T E R V I E W

(10:14 a.m.)

LTJG [REDACTED] So today is Friday, May 3rd, 2024, 10:14.  
We're here in regards to the allision between the fishing vessel  
*Papa Rod* and the merchant vessel *Appaloosa*. With us today is  
myself, Lieutenant Junior Grade [REDACTED] [REDACTED]

MR. HENSON: Hi, I'll get with you in a minute. Sorry about  
that. I'm locking the door so they won't --

LT [REDACTED] Lieutenant [REDACTED] [REDACTED]

LT [REDACTED] Lieutenant [REDACTED] [REDACTED]

LTJG [REDACTED] Sir, would you --

MR. HENSON: Keith Henson.

LTJG [REDACTED] Awesome. And Mr. Henson, you're the captain  
of the *Papa Rod*.

MR. HENSON: Yes, ma'am.

LTJG [REDACTED] Sir, again, I want to reiterate, thank you  
for talking to us, we really appreciate it.

MR. HENSON: You're welcome.

LTJG [REDACTED] We always just want to try and figure out  
what happened and prevent it from happening in the future.

MR. HENSON: Yes, ma'am.

## INTERVIEW OF KEITH HENSON

BY LTJG [REDACTED]

Q. If you wouldn't mind, can we start -- may I take a look at  
your driver's license --

1 A. Yeah.

2 Q. -- just so I get the proper spelling of your name and  
3 everything? And do you have a license, a merchant license, by  
4 chance?

5 A. I have like a Louisiana fishing license, that's it.

6 Q. Would I be able to see that really quickly, too?

7 A. Yeah, I'll get it at once.

8 Q. Okay. If you want to, we can grab it later, too, if it's  
9 easier.

10 A. All right. Yeah, it will probably be easier.

11 Q. Okay, we can grab it afterwards, then. It's okay. Here's  
12 your license back, don't want to keep that. So how long have you  
13 been a captain at the -- on the vessel?

14 A. Right at 20 years, right after Katrina.

15 Q. Right after Katrina, so 2004?

16 A. Yes.

17 Q. And then how long have you been a captain in general?

18 A. Almost 30 years.

19 Q. And then how long have you been in the maritime industry?

20 A. Since I was 14 and I'm 53 now.

21 Q. Okay. So would you mind just starting from the beginning,  
22 telling me what exactly happened? If you could start by telling  
23 me where you were coming from, like what operations you were  
24 doing.

25 A. I was -- well, we left the dock on the 1st at 12:30 and we

1 had a bunch of work to do during that. We run south down to what  
2 we call under the shoals (ph.) and I got the bridge ready, we set  
3 out, and I made a three-hour drag and my crew went to bed, they  
4 slept for three hours. I got them up at 12:30, we picked up and  
5 it looked like it was a few shrimp, I set back out and after they  
6 got the rigging in, there wasn't that much and we drug about 40  
7 minutes and we picked back up and started running south-southwest  
8 towards the Main Pass, to go around the rivers, trying to make up  
9 (indiscernible), it was 4 o'clock in the morning.

10 Deckhand Corey Henson come up in the wheelhouse, that's my  
11 nephew, he said Uncle Keith, I'll watch and you get your nap,  
12 because I'd been up for about 25 hours and I went to bed, he drug  
13 it from about 10 miles from North Pass all the way around to South  
14 Pass and he popped (ph.) the lines at Southwest Pass and he woke  
15 up the other deckhand, Dewayne Nelson.

16 He got on the wheel and from there to the collision, I don't  
17 know what happened, but after the collision -- I was asleep and  
18 after the collision, when the boat finally settled down to where I  
19 could get out of bed, I jumped up, he had done slowed the boat  
20 down, but he still had it in gear. I took it out of gear and  
21 started backing up off the ship. I really didn't know what  
22 happened, I just seen a wall, a wall right there at me and I  
23 started backing up and his anchor chain come across my bow and I  
24 know what happened, it was a ship, I backed off of it. Within a  
25 minute I called and I was asking him, I said what happened, what

1 happened, he said the ship come out of nowhere. I said the ship's  
2 on anchor and it was kind of like he got a little mad, he went  
3 outside, come back inside and he admitted to me, he was asleep on  
4 the wheel, he fell asleep at the wheel.

5 Q. So leading up to this point, had long had Dewayne been  
6 asleep? And I know you said you were sleeping.

7 A. Seven hours.

8 Q. Seven hours. So he went straight from being asleep to going  
9 onto watch?

10 A. I don't know.

11 Q. Okay.

12 A. Usually he'd get up and smoke a cigarette. When I'm on the  
13 wheel, he'd get up and I make him go outside and smoke a cigarette  
14 and that and then get on the wheel. I don't --

15 Q. Yeah.

16 A. I don't know that part.

17 Q. Okay.

18 A. That's something you would have to ask Corey if he did.

19 Q. Okay. And so when you went up, you said you were awakened  
20 out of your bed, you weren't injured at all, right?

21 A. No.

22 Q. Okay, no injuries?

23 A. No injuries at all.

24 Q. Okay, glad to hear that. When you went up, you said you put  
25 it in -- you engaged it or you said --

1 A. I took it out.

2 Q. You took it out, okay.

3 A. Took it out.

4 Q. And so under normal operations when you're operating, is it  
5 in autopilot or how do you --

6 A. It's usually in autopilot with somebody maintaining the wheel  
7 all the time.

8 Q. And how often do Dewayne and Corey take the wheel? Have they  
9 done it before this?

10 A. Yes, all the time.

11 Q. All the time?

12 A. Yeah.

13 Q. So they're experienced in --

14 A. Yeah. Corey has run this boat and I think Dewayne run a boat  
15 before, but he's been doing it since he was young.

16 Q. Yeah. And visibility, I know you said he was asleep, but how  
17 would you describe the sea conditions at the time?

18 A. Clear and calm. It was no sense in running over nothing,  
19 other than being asleep.

20 Q. So when you came on the bridge, he was asleep, were there any  
21 distractions that you noticed --

22 A. No.

23 Q. -- by chance? And all the communication, radio communication  
24 was operational?

25 A. Yeah, it was all operational.

1 Q. Everything seemed normal --

2 A. Yes.

3 Q. -- other than --

4 A. Yeah.

5 Q. Did you call for any assistance once --

6 A. I called the Coast Guard.

7 Q. You called the Coast Guard?

8 A. Yeah.

9 Q. Any other radio communications?

10 A. I talked to the ship.

11 Q. The *Appaloosa*?

12 A. Yeah.

13 Q. Would you mind telling me what was said between you two?

14 A. We was just finding out if everybody was okay and that was

15 it. And I know then a few minutes later I heard him call the

16 Coast Guard, as well, to report it.

17 Q. Okay. And what channel was that on?

18 A. Sixteen.

19 Q. Sixteen?

20 A. Yeah.

21 Q. Okay. And so once you talked to everyone and everyone was

22 okay, where did you go after that?

23 A. I drifted around a couple hours, trying to get my rigs on the

24 boat because a buddy of mine wasn't very far behind me, his name's

25 Johnny Barnes (ph.), on the *Spring Tide*.

1 Q. *Spring Tide?*

2 A. Yeah. We had our rigs on the end of the outrigger and when  
3 it peeled this back, it had this rig down in the water and he come  
4 up aside me and I tied a rope onto the outrigger and throwed it to  
5 him and he backed up gently, he pulled the outrigger away from my  
6 boat to where I could get my rig up on the boat.

7 Q. And were you able to see damage before he assisted so when  
8 after he assisted?

9 A. On me?

10 Q. On you.

11 A. Oh, yeah.

12 Q. Okay. Was there any damage when he tried to help you get the  
13 rig back on --

14 A. No.

15 Q. -- that wasn't caused -- okay.

16 A. No.

17 Q. So no damaged caused by him?

18 A. No.

19 Q. Okay.

20 A. It was all from the ship.

21 Q. It was all the collision.

22 A. Yeah, from the collision.

23 Q. Okay. And then once you got out there, you got situated,  
24 what were your next actions? Did you have any water egress on  
25 board? Did water come on board the ship?

1 A. No. No, ma'am.

2 Q. No, okay. So no bulkheads were penetrated?

3 A. No, no.

4 Q. Just the damage you see on the bow?

5 A. Yeah. And the outrigger.

6 Q. And the outrigger.

7 A. Yeah.

8 Q. Did you have to do any lifesaving, pump any water on board

9 or --

10 A. No.

11 Q. No pollution at all?

12 A. No, no.

13 Q. And do Dewayne or Corey have any medical conditions that you

14 know about?

15 A. Not as I know of.

16 Q. And you, yourself, do you have any that would cause --

17 A. No.

18 LTJG [REDACTED] No, okay.

19 BY LT [REDACTED]

20 Q. This is Lieutenant [REDACTED] I'm just saying that for the

21 recording, so they know who it is. The EPIRB, I know, went off.

22 A. It was from the jar.

23 Q. And is that -- that's the one that's located at the top,

24 right?

25 A. Yeah, on the top. When I actually went up --

1 Q. Yeah.

2 A. -- after the Coast Guard told me my EPIRB was going off, I  
3 went up and took the cap off --

4 Q. Yeah.

5 A. -- and picked it up and it jumped out and slid back, so all I  
6 done was just set it back on there and it quit going off.

7 Q. Okay. So it had come loose from its, like, the casing up  
8 there is what --

9 A. Yeah.

10 Q. -- you're saying? Okay.

11 A. Yeah, from the jar.

12 Q. And that's what set it off. So it didn't actually -- it  
13 didn't go into the water at all?

14 A. No. No, ma'am.

15 Q. Okay. And then do you all have any photos of the deep draft?  
16 Did you all take any photos of the damage?

17 A. Of the ship?

18 Q. Yeah, the ship.

19 A. Oh, my nephew's got it on his phone.

20 Q. Okay, great. So he has some photos?

21 A. Yeah. I ain't even -- I ain't even scratched on it.

22 Q. Yeah. There's just a puncture?

23 A. It's got like a two-inch hole.

24 Q. Oh, a two-inch hole?

25 A. Yeah, it was from my stalk of my anchor.

1 Q. Right.

2 A. And all that damage was done from my anchor.

3 Q. From your anchor?

4 A. Yeah.

5 Q. Okay. And then you're saying that the anchor chain of the  
6 ship contacted your outrigger, like all the --

7 (Cross-talk.)

8 MR. HENSON: Oh, no, on the starboard side. It just --

9 LT [REDACTED] On the starboard side.

10 MR. HENSON: Because we kind of went in between his port bow  
11 and his anchor chain.

12 LT [REDACTED] Oh, okay.

13 MR. HENSON: The port -- we was port to port and starboard to  
14 chain and it was just leaning up against my cables on this side,  
15 it actually didn't touch the boat, it touched that a ways at the  
16 cable, I can show you on the cable where the chain was at.

17 BY LT [REDACTED]

18 Q. Sure. So you were port to port. So that was the anchor  
19 chain. Starboard side. Okay, so the anchor chain -- like all  
20 those -- the antennas up there that were damaged?

21 A. Yeah, from the chain.

22 Q. From the chain?

23 A. Yeah.

24 Q. Okay, okay. And then those drug tests that you did, those  
25 drug tests kits, are those alcohol tests?

1 A. I don't know if it's alcohol and drug.  
2 Q. Okay. Do you have the box for it?  
3 A. No, the box tore up.  
4 Q. The box?  
5 A. Yeah.  
6 Q. Okay. So you don't have the box for it?  
7 A. No.  
8 Q. Okay. Okay. And when -- when did you do those?  
9 A. About two hours after, afterwards.  
10 Q. Two hours after.  
11 A. Yeah, after we got everything on the boat.  
12 Q. Okay.  
13 A. And I talked to the Coast Guard and asked was they through  
14 with us and can I start to home port, they released me to go to  
15 home port until I got up off South Pass.  
16 Q. And then your -- what kind of charting system do you use? Do  
17 you know what it's called?  
18 A. It's VC Win-pod (ph.).  
19 Q. VC --  
20 A. Winpod.  
21 Q. And are you able to pull like history from that, like data?  
22 Like, we want to kind of get some like, navigation data to kind of  
23 see where your track line is, are you able to pull that up?  
24 A. No, ma'am, but you all ought to be able to get it off of my  
25 AIS.

1 Q. Your AIS, okay.

2 A. Yeah.

3 Q. Was your AIS on at the time?

4 A. Yeah, it's on all the time.

5 Q. And you have two GPSs up there, right?

6 A. Um-hum.

7 Q. And they were both on the at the time?

8 A. Yeah.

9 Q. Okay.

10 A. Each one's on each computer.

11 Q. Okay. And I know you said that you had been up for over 24

12 hours, you said --

13 A. Yeah.

14 Q. -- on that first -- over that first day, because this was

15 your second day out, correct?

16 A. Yeah.

17 Q. Okay. Is that normal for you to be up that long?

18 A. I'd say no, we do it for three, four days.

19 Q. Yeah. Is that typical of the other crew members, also, like

20 the deckhands, for them to be --

21 A. No.

22 Q. No. So you're usually the one that's up the longest?

23 A. Yeah.

24 Q. Okay. What are the deckhands' sleep schedules like?

25 A. Whenever they can get to bed.

- 1 Q. Yeah.
- 2 A. When they get through with their drag, if I'm not tired, they  
3 go to bed. Like I say --
- 4 Q. If you're not tired, they go to bed?
- 5 A. Yeah. He slept three hours, then he slept like four, four,  
6 another four, four and a half hours after that.
- 7 Q. Got you, okay.
- 8 A. When he got woke up.
- 9 Q. So there's not really a set schedule for them, it's just --
- 10 A. No.
- 11 Q. Okay, you kind of rotate, take turns --
- 12 A. Yeah.
- 13 Q. -- until you're tired? Okay. And how long was your trip  
14 going to be about? Like, how long are you out for normally?
- 15 A. Thirty, thirty-five days.
- 16 Q. Thirty or thirty-five days?
- 17 A. Yeah. Every trip's like that.
- 18 Q. And then prior to starting this trip, do you have like a  
19 period of off time or where the --
- 20 A. We was home like eight or nine days.
- 21 Q. Eight or nine days?
- 22 A. Yeah.
- 23 Q. And do you all normally get rest on your off days?
- 24 A. Yeah.
- 25 Q. Yeah, okay.

1 A. When we come in, we unload, fuel the boat up, we tie it up,  
2 we go home. Like one to two days before I'm ready to go back out,  
3 we come to the boat, do a couple days' worth of work getting our  
4 nets and supplies on the boat and we take that down, you know, and  
5 we show up like 12 o'clock in the day and leave.

6 Q. Okay. And then is it normal -- so I know that -- kind of  
7 just talking about the navigation of the vessel up to this, and  
8 like the use of autopilot and everything, so at that time -- and,  
9 you know, we're going to ask these questions to other guys, too --

10 A. Yeah.

11 Q. -- I know you were sleeping, but at that time was the --  
12 like, the outriggers were down. Were you actively fishing at that  
13 time?

14 A. No, we were running, steaming.

15 Q. You were running, steaming.

16 A. Yeah.

17 Q. Okay. Are the outriggers down at that point?

18 A. Yeah.

19 Q. Okay.

20 A. When we get out of the channel, they go down, they are down  
21 for 30, 35 days until --

22 Q. Oh, okay.

23 A. -- I get back into channel and that's when they come back to  
24 it.

25 Q. Okay, thanks for clarifying that. So you were steaming, so

1 you weren't actively fishing at that time?

2 A. No.

3 Q. Okay. And autopilot was on. Is that normally -- that area,  
4 like, I mean, that's where the ships are anchored.

5 A. Um-hum.

6 Q. I mean, is it very -- is it congested in that area or what's  
7 the traffic like?

8 A. It's usually congested because -- I'm always one that will  
9 run the boat around Southwest Pass, he was actually a mile from  
10 where he was supposed to be, he needed to back up.

11 Q. Okay. And is that because of the traffic in the area?

12 A. Yes.

13 Q. Okay.

14 A. And they will tell you I do not let nobody run this boat  
15 around Southwest Pass because I hate ships, I'm scared of ships.

16 Q. Right.

17 A. I'm scared of the river, don't want nothing to do with the  
18 river.

19 Q. Right.

20 A. I would never make a living on the river --

21 Q. Right.

22 A. -- because I'm scared to death of the river. Gulf, I'm fine.

23 Q. Right.

24 A. But the rivers, no.

25 Q. Right. So he was about a mile away from where you would

1 normally switch. Could you just talk to me like, where you --  
2 like what -- what is the area you don't -- you operate in, you  
3 don't have the deckhands do that?

4 A. About three miles from Southwest Pass.

5 Q. From Southwest Pass.

6 A. Yeah.

7 Q. Okay.

8 A. I tell them to get me up three miles prior so I can get up,  
9 get my eyes awake and --

10 Q. And run in that area?

11 A. -- by the time I get up there, I'm about two and a half miles  
12 from it.

13 Q. Okay. And do you -- so using autopilot, do you use autopilot  
14 in that area?

15 A. Yes, ma'am.

16 Q. Okay. And then do you have any -- you allow your deckhands  
17 to use autopilot when they're operating the vessel?

18 A. Yeah.

19 Q. Okay. And you're comfortable with them doing that?

20 A. Yes, whatever we set it on, the boat will stay on that  
21 course.

22 Q. Okay. And when you use autopilot, you set it to a specific  
23 point and then the vessel travels there or do you set it on a  
24 specific track line or how does autopilot work?

25 A. A specific track line.

1 Q. A specific track line.

2 A. Yeah.

3 Q. And it will -- do you set the speed or does it automatically

4 adjust it to speed or what --

5 A. I set the speed.

6 Q. You set the speed.

7 A. Yeah.

8 Q. Okay.

9 A. I don't run the boat no harder than 14, 15.

10 Q. Fourteen, fifteen knots?

11 A. Yes. No, we only -- we only make like eight to eight and a

12 half knots, just going with the tag.

13 Q. And then so what's 14 to 15?

14 A. RPMs on the engine.

15 Q. RPMs, okay. And do you know what speed the vessel was going

16 when he made contact with the ship?

17 A. My nephew said when he went to bed it was like eight and a

18 half knots.

19 Q. Okay. When your nephew went to -- went to bed, so he was the

20 one that was driving, right?

21 A. No.

22 Q. He left the other deckhand at the wheel.

23 A. Yeah.

24 Q. Okay.

25 A. Corey went to bed and (indiscernible) was up.

1 Q. Okay. And I know there was some -- after the casualty, you  
2 were talking with some people with the Coast Guard, trying to, you  
3 know, come up with a plan where to go.

4 A. Yes, ma'am.

5 Q. So can you kind of just tell us again what your thought  
6 process was for your --

7 A. Home.

8 Q. -- where you thought the vessel needed to go?

9 A. The safest for the boat and the crew is home port. This is  
10 the port I'm familiar with. If I have a problem, breakdowns or  
11 anything, I come to home port because I don't know no other port.  
12 We work in and out of Alabama.

13 Q. Was there anything that restricted the vessel from -- like  
14 its draft or anything?

15 A. Yeah, draft.

16 Q. Can you talk to me a little bit about that?

17 A. Well, I talked to some guys running in and out of South Pass,  
18 they said it's about seven foot of water in there. We draw, when  
19 we're fully loaded, around 12 foot.

20 Q. Okay.

21 A. And there is no way I could get in there.

22 Q. Okay.

23 A. And I was talking to my boss-man brother, he said that dock  
24 in there, it ain't even a dock no more.

25 Q. Which one?

1 A. Port Eads.

2 Q. Uh-huh.

3 A. They said it ain't even a dock.

4 Q. And so fully loaded, like you had -- fully loaded with fuel,

5 oil, and then --

6 A. Fuel and water.

7 Q. Water, okay. And how was the transit back here?

8 A. Perfect. No issues at all. I didn't sleep.

9 Q. You didn't sleep, yeah.

10 A. No.

11 Q. So you've been up for a while, you haven't gotten any sleep

12 since?

13 A. No.

14 Q. Okay.

15 A. Since that, I left the dock that day, I got up at 4 o'clock

16 that morning and I had approximately four, four and a half hours

17 until now.

18 Q. Hopefully you can get some rest today.

19 A. I will. Until 3:30, my six-year-old gets out of school.

20 Q. Your six-year-old does? Oh, wow.

21 A. Yeah.

22 Q. He keeps you busy?

23 A. Yeah. I got five and I was supposed to have been done a long

24 time ago.

25 Q. Yeah.

1 A. My baby, was my baby, is 23.

2 Q. Oh, wow. Time goes fast, huh?

3 A. Yeah.

4 LT [REDACTED] All right. Well, I think that that's -- I  
5 think that's all the questions that we had for you. Or I had.

6 BY LTJG [REDACTED]

7 Q. Yeah, I just have one more. Lieutenant Junior Grade  
8 [REDACTED] again. You said, when the vessel's fully loaded, it's  
9 about 12 on your draft?

10 A. Yeah.

11 Q. And you're saying you were fully loaded at that time?

12 A. Yes.

13 Q. Okay. And then do you have any like, as a captain for the  
14 vessel, do you have any watchstanding guidance that you give your  
15 deckhands?

16 A. What do you mean?

17 Q. Like before you leave do you say hey, I want -- maintain it  
18 at this, like do you write it down or do you verbally tell them  
19 what you want?

20 A. I verbally tell them and I tell them if you get tired, wake  
21 me up, I don't care if I've been in there 30 minutes, an hour, if  
22 you get tired, wake me up. I tell them that every time I get off  
23 and they'll tell you I tell them that.

24 Q. Okay.

25 A. And he was up 45 minutes from the time Corey went to bed and

1 we collided and he shouldn't have been (indiscernible).

2 BY LT [REDACTED]

3 Q. Did you notice anything -- so this is Lieutenant [REDACTED]  
4 again. Did you notice anything odd about the deckhands or  
5 anything or did they seem overly tired or was anything different  
6 than usual?

7 A. No.

8 Q. No. And do you all drink -- do you drink coffee or anything?  
9 How do you all stay -- how do you stay awake?

10 A. Coffee.

11 Q. Coffee, okay.

12 A. Which I drink coffee, they drink Cokes and that.

13 Q. Coke.

14 A. Yeah.

15 Q. So some sort of caffeine?

16 A. Yeah.

17 LT [REDACTED] Okay.

18 BY LTJG [REDACTED]

19 Q. Lieutenant Junior Grade [REDACTED] And there was no alcohol  
20 on board?

21 A. No.

22 Q. No alcohol, okay. And what do you feel like could have  
23 prevented this incident?

24 A. Him staying awake or getting me up.

25 Q. So Captain, if you wouldn't mind, we know you discussed with

1 us right now kind of what your history was sleeping-wise and  
2 everything and if you wouldn't mind, would you be able to go  
3 through and just notate kind of -- this starts from yesterday when  
4 it occurred, and just go backwards. Say, like if you were asleep  
5 during what hours, if you could fill that out for us.

6 A. When I was asleep?

7 Q. Yeah. So this is just based off of your -- your work and  
8 rest history. If you wouldn't mind filling that out?

9 A. Well, it would be --

10 Q. And then after -- I know we discussed what occurred, but in  
11 your own words, if you want to just write what exactly happened.

12 A. I'll tell just straight up, I can't read and write.

13 Q. Oh, that's fine. If you want -- okay, that's fine. We can  
14 work with you and whatever you want to say in your own words, I'll  
15 write it down for you. If that --

16 A. I mean, you got -- the exact words will never change, it's on  
17 that recorder right there.

18 Q. Okay, that sounds good. We'll use this.

19 A. I can only say what I know of.

20 LT [REDACTED] Right.

21 LTJG [REDACTED] Okay.

22 LT [REDACTED] No, that's fine.

23 BY LTJG [REDACTED]

24 Q. Do you have anything else you want to add, that we maybe  
25 haven't asked you but you want to share?

1 A. No, ma'am, that's what happened.

2 LTJG [REDACTED] Okay. I'm going to pause the recording  
3 while we fill this out, if that's okay.

4 MR. HENSON: All right.

5 (Off the record 10:40 a.m.)

6 (On the record at 10:43 a.m.)

7 LTJG [REDACTED] Lieutenant Junior Grade [REDACTED] It is  
8 currently 10:43 and we will be concluding the interview with the  
9 captain of the *Papa Rod*.

10 (Whereupon, at 10:43 a.m., the interview concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

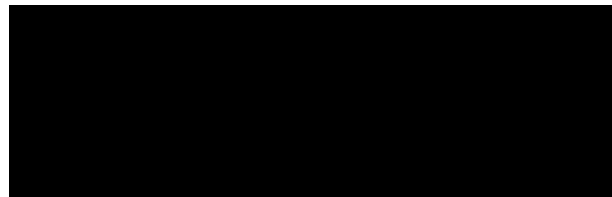
IN THE MATTER OF:            F/V *PAPA ROD* COLLIDES WITH BULK  
                                 CARRIER *APPALOOSA* NEAR THE SOUTHWEST  
                                 PASS IN ANCHORAGE, LOUISIANA  
                                 ON MAY 2, 2024  
                                 Interview of Keith Henson

ACCIDENT NO.:                DCA24FM036

PLACE:                        Bayou La Batre, Alabama

DATE:                         May 3, 2024

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.



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David A. Martini  
Transcriber