

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CARGO LOSS OF THE BARGE *HO OMAKA HOU*
BEING TOWED BY THE TUG *HOKU LOA* IN
TRANSIT TO HILO HARBOR FROM HONOLULU,
HAWAII, ON JUNE 22, 2020

Accident No.: DCA20FM022

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Interview of: JEONI BULAWAN, Engineer
Hoku Loa

Pier 21
Honolulu, Hawaii

Monday,
July 13, 2020

APPEARANCES:

CWO [REDACTED] [REDACTED] Investigating Officer
U.S. Coast Guard

LCDR [REDACTED] [REDACTED] Investigating Officer
U.S. Coast Guard

LT [REDACTED] [REDACTED] Investigating Officer
U.S. Coast Guard

MICHAEL KUCHARSKI, Marine Safety Investigator
National Transportation Safety Board

MICHAEL J. NAKANO, Attorney
Cox, Wootton, Lerner, Griffin & Hansen, LLP
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WHIT OLSON, Regional Ops
Young Brothers

MIKKEL ROER, Port Captain
Young Brothers

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I N T E R V I E W

(9:36 a.m.)

CWO [REDACTED] Okay, good morning. It is Monday, July 13th at approximately 9:36 a.m. We are currently -- my name is [REDACTED] [REDACTED] I'm currently at the Young Brothers, Pier 21, office of Mr. MacDonald. We're conducting interviews related to the marine casualty instance involving the tug *Hoku Loa* and barge *Ho Omaka Hou* and its loss of containers on June 22nd.

We'll go quickly in the room and provide introductions of people that are in attendance.

LCDR [REDACTED] LCDR [REDACTED] Coast Guard.

MR. NAKANO: Mike Nakano, counsel for Young Brothers.

MR. OLSON: Whit Olson, regional ops.

MR. ROER: Mikkel Roer, port captain.

CWO [REDACTED] And, Mr. Kucharski, if you could please introduce yourself?

MR. KUCHARSKI: Mike Kucharski, senior marine investigator, National Transportation Safety Board, Washington, DC.

CWO [REDACTED] Okay. And Ms. [REDACTED] [REDACTED] the defense supervisor on Hawaii and she is with the Coast Guard and currently she doesn't have voice capabilities. She is also on the line.

And sir, Jeoni, could you please introduce yourself and spell your name?

MR. BULAWAN: My name is Jeoni Bulawan, spelled first name J-e-o-n-i, last name B-u-l-a-w-a-n.

1 CWO [REDACTED] Okay.

2 MR. BULAWAN: And I'm the engineer of the *Hoku Loa*.

3 CWO [REDACTED] Okay. Thank you, sir. Thank you for your time.
4 Thank you for being here today.

5 INTERVIEW OF JEONI BULAWAN

6 BY CWO [REDACTED]

7 Q. Can you please tell me what your position on the tug *Hoku Loa*
8 is and describe your duties?

9 A. I'm the engineer onboard the tug *Hoku Loa*. My job is to make
10 sure everything keeps running, the maintenance and operation of
11 the engines, generators and equipment onboard the tug.

12 Q. Okay. And how long have you been working in this capacity
13 for Young Brothers?

14 A. Twelve years.

15 Q. Twelve years? Have you held any other positions with Young
16 Brothers?

17 A. No.

18 Q. Okay. Have you held any other positions related to the
19 marine industry with other companies?

20 A. Yes.

21 Q. And can you please describe those and tell us about those?

22 A. I was in a high school that works for the SIU and the MFOW as
23 a staff line casual worker working on the pier for Matson and the
24 ships that came in when they needed standby work. And then after
25 that I was in the Army for many years as an engineer.

1 Q. And can you tell me what ratings you hold on your credential
2 and how long you've had that credential?

3 A. I had my first credential right after I turned 16 or shortly
4 after. It was just an OS Wiper. Then I joined the military and
5 let everything lapse from my time in service. And then I got my
6 credential back back in 2007 and I currently now have DDE 4000.

7 Q. All right. Thank you. I'm just going to ask you a couple of
8 policy questions or procedure questions related to the towing of
9 barges for Young Brothers. Do you -- is there any pre-checks of
10 the barge prior to taking the barge into tow?

11 A. I'm not involved in any of the barge operations. My job is
12 to make sure that the tow winch on the boat works.

13 Q. Okay. So do you know who participates in and if there is a
14 barge -- a pre-barge inspection?

15 A. I believe that's the mate aboard the vessel.

16 Q. More in the vessel?

17 A. The mates assigned to the vessel.

18 Q. Okay. Okay, I understand. Can you please go through the
19 events that occurred. I believe you guys took the barge on June
20 19th? If you could please run through the events from the point
21 of where you -- when you were assigned and you knew that you were
22 going to pick up the barge *Hoku Loa*?

23 A. That's -- that is --

24 Q. I'm sorry. I'm sorry. You picked up the barge *Ho Omaka Hou*
25 on June 20th.

1 A. On June 20th is the day we departed Honolulu, right?

2 Q. Yes.

3 A. Okay. Well, the schedule said we're going to pick up this
4 2000 (indiscernible) for Hilo. I think that's when it was. It
5 was (indiscernible) an hour earlier. And then we have our
6 meeting. We left Honolulu, transit down to Pier 40 or 39. I
7 don't really know which pier the barge was at.

8 We made tow and then we departed Honolulu shortly after.
9 We're on our trip to Hilo, normal watches. We get to Hilo. It's
10 about 3 o'clock in the morning, 3:00, 3:30 in the morning and the
11 captain calls standby. We have to go upstairs. We had our brief
12 safety meeting, our JSAs, all that stuff.

13 Then we started to bring the barge in. I go downstairs and
14 finish my keel (ph.) transfer, drop off all the day tanks (ph.),
15 start the standby generator, water (indiscernible). And then I go
16 upstairs to the wheelhouse as we're coming into the harbor to make
17 sure I had the spotlights on the buoys so the captains can see the
18 channel markers more clearly.

19 And that's when the Tiger tug called and said, hey, you've
20 got barges toppled over on the -- containers toppled over on the
21 barge.

22 Q. Okay. Thank you. That was a nice summary, but we have a
23 couple of blanks that we kind of want to fill in.

24 A. Okay.

25 Q. So you mentioned that before you take the barge you have a

1 meeting, right?

2 A. Yes.

3 Q. Can you tell me who is involved in that meeting and what is
4 covered in that meeting?

5 A. The meeting, the crew is involved so all members of the crew
6 is involved. We talk about berths we're going to get, where it is
7 any other (indiscernible) issues or anything that might be
8 concerning. That's pretty much about it, just our normal pre-
9 arrival/pre-departure safety meeting.

10 Q. Okay. Was there anything concerning mentioned during that
11 meeting?

12 A. During departure before leaving the boat?

13 Q. Yes.

14 A. No, nothing out of the ordinary.

15 Q. Okay. Is a briefing of the load given at that meeting?

16 A. No, we don't know nothing about the load.

17 Q. So at what point do you know anything about the load?

18 A. We don't do anything with the loading or unloading of the
19 barge. We go down, we hook up to the barge and we leave as far as
20 I know and I'm concerned. I believe the crew brings back the
21 cargo manifest that they receive from the barge and they place it
22 in the wheelhouse. And that's about all I know.

23 Q. Okay. Okay. How was the weather during your -- well, how
24 was the weather during your transit from Honolulu to Hilo?

25 A. It wasn't too bad, a normal Hawaiian during day, you know.

1 We had some (indiscernible) flowing and some swell but normal
2 Hawaiian weather.

3 Q. And would you describe that as ideal, less than ideal,
4 typical? Because there's times, you know, the channel is 25
5 knots, six-foot sea, ten-foot sea.

6 A. Yeah, it's typical. I mean, all I know the (indiscernible)
7 was coming across. That's all. You know, we get wind.

8 Q. Okay. All right. So you're the engineer so would you -- was
9 your rate of speed normal for that transit? Was there any
10 variations that had been done to compensate for weather and/or
11 timeframe to make it slower, faster?

12 A. You know, whatever the wheelhouse dictates we need for speed.
13 My only advisory is if we're going too fast and my oil temp or
14 water temp starts to get in the critical range, I'll let the
15 captain know. But I don't have anything (indiscernible) for
16 speed.

17 Q. Okay. So at what RPM would you be going too fast?

18 A. It's not really an RPM. It's more of a temperature reading.
19 If my oil temp start getting -- that's about it. My oil temp's
20 getting high we start pulling back. That is my only advisory
21 (indiscernible). We never had any of those problems.

22 Q. Okay. What's your typical transit time from Honolulu to
23 Hilo?

24 A. Normally about 24 hours.

25 Q. Okay. So this was --

1 A. Ninety-eight (ph.).

2 Q. Right.

3 A. What was that?

4 Q. This was greater than 24-hour transit, right?

5 A. You know, I -- you know, it depends on what's going on. I
6 mean, an average normal time to Hilo, I mean, we're about 24 or
7 26, 28 (indiscernible).

8 BY LCDR [REDACTED]

9 Q. Hey, Jeoni, this is [REDACTED] [REDACTED] with the Coast Guard. Can
10 you hear me okay?

11 A. Yep.

12 Q. Okay. So I've just got a couple questions for you. Did you
13 see the barge when you guys picked it up on the 20th?

14 A. Did I see the barge? I haven't left the tug, no, just the
15 bow of the barge.

16 Q. So you did see the bow, but you eventually saw it?

17 A. Yes, I physically saw the barge departing right after being
18 towed, right.

19 Q. Did it look like it was a heavy load or a light load?

20 A. It looked like a barge to me. I don't know the difference.

21 Q. Did it -- okay. All right. So, Jeoni, you said you worked
22 there for 12 years, right?

23 A. Yes.

24 Q. So 12 years I'm assuming you've been involved in a lot of
25 towing, right?

1 A. Well, that's what we do. We tow barges.

2 Q. Right. So I guess the question is if you saw the barge, in
3 your opinion, did it look -- was it standard, typical, anything
4 out of the ordinary?

5 A. No, nothing standard -- nothing stuck out like this is
6 something special. It just looked like a normal day trip to Hilo.

7 Q. Okay. Okay, thank you for that. (Indiscernible), [REDACTED]
8 This is [REDACTED] again. So going back to what [REDACTED] was saying, right,
9 I guess as the engineer you'd be able to feel, right, or have to
10 make adjustments based on, you know, speed and load and stuff like
11 that. Did you have to make a lot of -- did you notice more
12 adjustments being made this trip than others?

13 A. We did start -- we did start producing RPMs more and more
14 throughout the day.

15 Q. And usually what does that mean when you have to produce more
16 RPMs throughout the day?

17 A. That we need to kill time.

18 Q. What day was that?

19 A. That was, I think, Saturday, Sunday. No, I believe that was
20 Sunday. We leave Saturday and Sunday is all day. Monday was
21 arrival into Hilo, so yes. It was -- I believe it was Sunday.

22 Q. So sorry, go back. So you have to kill time. Does that just
23 mean you had to slow down for your timed arrival?

24 A. I believe so. I believe they're adjusting RPMs to make
25 time.

1 Q. Okay. So now when you're doing that, right, slowing down,
2 just as an engineer, right, in your experience, can you feel the
3 sea more when you're going at a slower rate, you know, like the
4 rolls and bumps?

5 A. It depends on where you're at.

6 Q. So let's say off of that Pepe'ekeo Point, like, when you're
7 -- when you're making the turn to head into Hilo.

8 A. When you make the turn at Pepe'ekeo, yeah, you're going to
9 feel it. The waves come right on your feet.

10 Q. Okay. So with the lower RPM and that turn -- okay, I think
11 Mike is showing you a video. Is that a visual, Mike, or -- can
12 you see it, Jeoni?

13 A. Yeah, I can see it.

14 (Video playing.)

15 MR. KUCHARSKI: It's Rose Point. That's their actual video,
16 but it's in clips. But you know what? What I'm going to do is
17 I'm going -- what I'm going to do is pull up the chart of the
18 route and let him look at that. I think that would be easier.
19 Stand by a sec.

20 MR. BULAWAN: Nope, I just lost it.

21 LCDR [REDACTED] Yes, he pulled it down.

22 CWO [REDACTED] He's going to show you something else.

23 LCDR [REDACTED] Yes, he's going to try and find it a little
24 bit closer to Pepe'ekeo, but -- okay, so --

25 MR. BULAWAN: Oh, okay.

1 BY LCDR [REDACTED]

2 Q. (Indiscernible). Okay. So in the past that, I guess the
3 turn, right, that point is known to be a little bit bumpier?

4 A. Yes. When you turn -- when you're -- before you get to
5 Pepe'ekeo Point you're probably getting all the, you know, the
6 corners are right on the shoulder and then once you turn the
7 corner at Pepe'ekeo you kind of take it right on the feet.

8 Q. How long have you -- how many times have you done this trip,
9 Jeoni?

10 A. Quite a few. In 12 years here I've -- I can honestly say
11 that I've done my fair share of Hilo trips.

12 Q. Like over a hundred?

13 A. Oh, I believe I've done -- over 12 years I believe about over
14 a hundred easily.

15 Q. Okay. And normally --

16 A. But I'm just guessing now. I don't know for sure, but I'm
17 guessing I've made over 180 trips.

18 Q. Okay. So I guess -- go ahead, [REDACTED]

19 BY CWO [REDACTED]

20 Q. Yes, this is [REDACTED] But Jeoni, if it was a hundred trips or
21 over a hundred trips you made to Hilo, is the route that's
22 followed the same or are there deviations?

23 A. There's one deviation I know of on the route that we took
24 that's you come on (indiscernible). You go south on Lana'i and
25 then turn up north of Olmakini (ph.) and then from -- pretty much

1 from Olmakini all the way into Hilo is the same.

2 Q. Okay.

3 A. The only difference would be right in between the Moloka'i
4 and Lana'i.

5 Q. Okay. Was there anything different about this transit than
6 other ones as far as the route?

7 A. No, nothing different.

8 Q. Okay. (Indiscernible). And also, Jeoni, yes, you've been
9 doing this route a lot of times. Is it typical to have to drop
10 your RPMs and reduce your speed because you came in too early?

11 A. Yes, and it's not the only reason we have to slow down and
12 reduce speed for traffic. We've had to slow down and reduce for
13 pretty much just traffic and time that are off the top of my head.

14 Q. Was there any other time during this transit that you had to
15 drop your speed for traffic?

16 A. No, not for traffic.

17 Q. Okay. Any other time you had to reduce your speed other than
18 right prior to arrival into Hilo?

19 A. Other than just -- not that I know of. I mean, I'm not in
20 control of dropping the speed, but I noticed they did reduce speed
21 on the way to Hilo.

22 CWO [REDACTED] Okay. Mr. Kucharski, would you like to ask a
23 couple -- few questions?

24 BY MR. KUCHARSKI:

25 Q. Sure. Hi, Mr. Bulawan. This is Mike Kucharski at the NTSB.

- 1 How are you this evening?
- 2 A. I'm doing good. How are you doing?
- 3 Q. I'm doing pretty good, pretty good. Thanks for asking. So
- 4 how does your rotation look like? How many days do you spend on
- 5 the boat?
- 6 A. How many days was I on the boat prior to the incident?
- 7 Q. No, what's your normal rotation, a week on, a week off, a
- 8 month off?
- 9 A. No, it's six weeks on, six weeks off.
- 10 Q. Okay. And where were you on this particular rotation?
- 11 A. At the beginning of my rotation.
- 12 Q. Okay, so do you change out in Honolulu? Is that where you
- 13 change out?
- 14 A. I changed out on the 13th of last month.
- 15 Q. Okay. I'm sorry, the 13th of last month?
- 16 A. June, yes, June.
- 17 Q. Okay.
- 18 A. Thirteenth of June I relieved my relief.
- 19 Q. Okay. Do you stand a watch?
- 20 A. Yes, I do.
- 21 Q. Okay. What watch is that?
- 22 A. Eight to twelve.
- 23 Q. Okay, so do you fill out a 96-hour report then?
- 24 A. Could you say that again?
- 25 Q. The work, the 96-hour work/rest, do you fill that out?

1 A. You got all jumbled up. I think somebody was trying to talk
2 over to you. I'm sorry.

3 Q. A 96-hour work/rest report?

4 A. Do I fill out a work -- oh, a work/rest report?

5 Q. Yes.

6 A. Yes, I do.

7 Q. Okay. So in a typical day what's your work look like in a
8 typical day?

9 A. Typical work day when --

10 Q. Yes.

11 A. Well, it all depends. Departure days I come in early. I do
12 some day work and then I'll take a nap. Wake up before departure,
13 start the engines. We'll get underway. I'll staff the night
14 watch. I'll get up in the morning on standby and dock the barge,
15 stand my day watch, take an afternoon nap. Get up in the
16 afternoon and start all over again. Start the engines, start to
17 depart back to Honolulu.

18 Q. Okay, and --

19 A. Typical work day.

20 Q. -- is there a -- is there a generator down in the engine
21 room?

22 A. Yes. We have two generators onboard.

23 Q. Okay, and are they diesel generators?

24 A. Yes, they are.

25 Q. Okay. And I'm assuming that the towing winch is electric?

- 1 A No, it's diesel.
- 2 Q. Oh, the towing winch is diesel. Okay.
- 3 A. Yes.
- 4 Q. Oh, that's interesting. So then to operate the towing winch
5 you need to have a diesel on the line?
- 6 A. So let me see if I got the question right. To operate the
7 tow winch you're going to need a diesel on line?
- 8 Q. Yes.
- 9 A. Yes. I have to start the tow winch engine which drives the
10 tow winch.
- 11 Q. Okay, okay. And at sea is that diesel secured, the tow winch
12 diesel secured?
- 13 A. Yes.
- 14 Q. Okay. So the tow winch doesn't -- there's not any auto
15 tensioning while it's at sea?
- 16 A. No, no. We don't have any auto tensioning or nothing.
- 17 Q. Okay. Okay. Is there -- who do you report to shoreside?
- 18 A. Dave Pojar (ph.).
- 19 Q. And what is his position?
- 20 A. Port engineer.
- 21 Q. Okay, that leads into my next question. So is he the port
22 engineer that is assigned to this particular boat?
- 23 A. Yes, he's assigned to manage all the vessels that we have
24 there.
- 25 Q. Okay. Okay, so there's not just specifically for that one or

1 a group, but all the -- all the Young Brothers tugboats. He's the
2 port engineer for Young Brothers?

3 A. Yes.

4 Q. Okay. And if I understand correctly, you perform no function
5 on the barge itself?

6 A. I have zero function on the barge.

7 Q. Right, okay. Was everything on the tug in, let me say
8 engine-wise, machinery-wise, was everything in good working order?

9 A. Yes.

10 Q. I'm sorry, was that a yes?

11 A. Yes, yes it was.

12 Q. Okay. Okay. And do you actually take part in any of the
13 functions at arrival or departure or you -- are you just up in
14 case something happens?

15 A. I'm up in case something happens. Like I said, I will come
16 upstairs if we're arriving or departing at night. I will shine
17 the spotlights on the buoys so the captain can see them better.
18 And then I usually help the deck crew by operating the headline
19 during the headline and operating the bow winch when we're making
20 up to the barge.

21 Q. Oh, okay. Okay. And why would you be using a bow winch when
22 making up to the barge?

23 A. To (indiscernible) her headline. We throw her headline off
24 the tug. We attach it to the barge. We use the bow winch to
25 chuck up all the slack to bring the boat kind of tight to the

1 barge and then we secure that off there for a nice tight make up.

2 Q. Okay. So coming off the dock is the tug alongside the barge,
3 so to speak, on the hip? Or is it actually towing it?

4 A. You're talking about departures?

5 Q. Yes.

6 A. No. We are not alongside the barge during departure. We are
7 actually towing out. There's an assist boat that sits on the
8 stern of the barge that helps control it on our departures.

9 Q. Okay. And I don't want to put words in your mouth, but you
10 said there wasn't anything different about this trip than other
11 trips essentially, the sea passage?

12 A. I'm sorry, say that one more time?

13 Q. So the sea passage was pretty much uneventful. There wasn't
14 anything different from this trip than other trips?

15 A. No, there wasn't, nothing different.

16 Q. Okay. And the -- are you looking at the chart I pulled up
17 there, put up there on the screen? Can you see that?

18 A. Yes, I can see that chart.

19 Q. Okay, great. And is there any -- you were describing about
20 how, you know, the motion changes when you are in a certain area.
21 Can you pick out on there where that would be?

22 A. Yes, I mean, it's right there on the turn, Pepe'ekeo Point
23 Lighthouse. You have one (indiscernible). That's where we start
24 to take it on the feet.

25 Q. Okay. And --

1 A. And the other (indiscernible) -- yes. Yes, take it on the
2 shoulder at (indiscernible), turn the corner and everything. And
3 then pretty much at Pepe'ekeo Point right there on the corner of
4 Hilo it's --

5 Q. Okay. So in this area here where I'm putting my cursor is
6 that where you were talking about?

7 A. No, that's Palm Point (ph.). Pepe'ekeo is down sort of right
8 there where the -- a little bit down. You can see it written on
9 the chart. It says Pepe'ekeo Point Lighthouse.

10 Q. Yep. Yep.

11 A. Right there.

12 Q. Okay. So that's, I mean, it looks like you're pretty close
13 to Hilo at that time. Were you up at that time when it --

14 A. Yes.

15 Q. -- when it turned there?

16 A. Oh, once -- no, I wasn't. I was not awake when we turned
17 that corner.

18 Q. Okay. And is -- can you feel any difference in a seaway as
19 this barge is being towed? Did you feel anything different on
20 this particular voyage?

21 A. No. I didn't feel anything different than what's just -- like
22 I said, it was a normal trip, which was surprising when they said
23 that the containers fell over. And it was kind of weird.

24 Q. Okay. And for speed changes are you notified in any way?

25 A. I am notified when they want to speed up. When they want to

1 increase RPMs, (indiscernible) if we're going to bring it up some,
2 you know, okay, you know, can -- you know, I'll (indiscernible)
3 monitoring the engines if they want to bring up the speed. When
4 reducing speed nobody -- we're going slower so I'm not worried
5 about anything overheating.

6 Q. Oh, okay. Understood. Understood. And again, any changes
7 in the towing winch in the configuration?

8 A. No, no changes in the tow winch.

9 Q. Yes. They would need to call you for that if they needed the
10 tow winch on the water.

11 A. Yes, they would let me know if they had to operate the winch
12 because I'd have to start the winch motor.

13 Q. Sure. Have you ever had an instance where you were at sea
14 and they needed to operate the tow winch?

15 A. Yes, I have.

16 Q. Okay. And does -- what other boats of the fleet have you
17 been on for Young Brothers? Have you been on a number of them?

18 A. I'm sorry, say that again?

19 Q. Other tugboats that Young Brothers -- have you been on other
20 tugboats of the fleet?

21 A. Yes, I have.

22 Q. Okay. I understood there was a sister vessel to this vessel.
23 Was that operated by Young Brothers?

24 A. Yes. The *Hoku Kea*, yes, it's still the *Hoku Kea*.

25 Q. Okay. And that used to be a Young Brothers tug? Is that

1 correct?

2 A. Yes. Yes, sir. Yes.

3 Q. But it no longer is?

4 A. No, it no longer is.

5 Q. Okay. And any differences in that boat, the way it rode or
6 the way it worked in the seaway?

7 A. No, no real differences. The only thing the *Hoku Kea* was a
8 little bit louder than the *Hoku Loa*. The (indiscernible) would
9 have been a little bit louder.

10 Q. I see. I see, but the -- so the hull configuration and the
11 engine configuration, towing winch, the gear that you were
12 associated with were all the same?

13 A. Yes, they were pretty identical. I mean, minus a valve
14 being, you know, two feet apart from where the other one is, but
15 they're all pretty identical.

16 Q. Okay. Okay. And how about the steering gear? Was it pretty
17 much the same on both vessels?

18 A. You said the steering gear?

19 Q. Yes.

20 A. Yes, the steering gear is pretty much the same.

21 Q. Okay. That's about all I have. Thank you very much for your
22 time.

23 A. No, thank you.

24 BY CWO [REDACTED]

25 Q. Jeoni, this is [REDACTED] [REDACTED]

1 A. Yep.

2 Q. Can you hear me?

3 A. Yes. Yes, I can.

4 Q. Okay. Who's in charge of the navigational watch?

5 A. The officer that's standing watch, either the captain --
6 well, the captain's in charge of the watch pretty much.

7 Q. Okay.

8 A. And then you've got your mates that stand watch in between.

9 CWO [REDACTED] Okay. All right. Jeoni, can you see the
10 meeting chat on your screen?

11 MR. BULAWAN: I'm sorry now, what?

12 CWO [REDACTED] There's a chat screen for people that can't --
13 don't have audio capabilities. Can you see that on the screen?

14 MR. BULAWAN: Yes, I can.

15 CWO [REDACTED] Okay. I think -- Ms. [REDACTED] do you have any
16 questions?

17 MR. BULAWAN: Oh, hi, [REDACTED]

18 CWO [REDACTED] Okay, Jeoni, so she can hear you, but she
19 can't --

20 MR. BULAWAN: Yeah.

21 CWO [REDACTED] Yeah.

22 MR. BULAWAN: Okay.

23 CWO [REDACTED] Okay. I believe she's typing a question out.

24 MR. BULAWAN: Oh, that's okay. Yeah.

25 BY MR. KUCHARSKI:

1 Q. Well, while she's typing, can you spell the name of that
2 sister tugboat?

3 A. It's *Hoku Kea*, H-o-k-u K-e-a.

4 Q. Okay, great. Thank you.

5 BY LT [REDACTED]

6 Q. Question, did I ever step onto the barge? Could you step
7 straight across from the tugboat to the barge or do you have to
8 use a ladder?

9 A. I did not step onto the barge and I believe at that time they
10 had to step down from the boat to the barge. I don't remember,
11 but I never left the boat.

12 Q. Question, did a slower speed make for a rougher ride? Did it
13 make the vessel and tow rock more?

14 A. Well, when you -- like I said, when you got to Pepe'ekeo
15 Point you're taking everything on the feet, so you will rock more
16 when you pass Pepe'ekeo.

17 Nope, thank you. Have a good day.

18 CWO [REDACTED] Does anybody else have any further questions?
19 Okay. Jeoni, thank you very much for your time. We appreciate
20 it.

21 MR. BULAWAN: No, (indiscernible).

22 CWO [REDACTED] Jeoni, if you could let James know that he's up
23 next?

24 MR. BULAWAN: All right. I know James is next. I'm sorry,
25 but I know James is supposed to be next on here. Do you want him

1 to try to use this -- the laptop, too, so he can see the screen?

2 CWO [REDACTED] Yes, we'll do the same thing. Just have him
3 call me and I'll put him on speaker.

4 MR. BULAWAN: Okay, not a problem.

5 CWO [REDACTED] So it is approximately 10:10 a.m. and this will
6 conclude our interview. Thank you, sir.

7 MR. BULAWAN: No, thank you, guys. Have a good day.

8 (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: CARGO LOSS OF THE BARGE *HO OMAKA HOU*
BEING TOWED BY THE TUG *HOKU LOA* IN
TRANSIT TO HILO HARBOR FROM HONOLULU,
HAWAII, ON JUNE 22, 2020
Interview of Jeoni Bulawan

ACCIDENT NO.: DCA20FM022

PLACE: Honolulu, Hawaii

DATE: July 13, 2020

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.



Teresa Holevas
Transcriber