



U.S. COAST GUARD INVESTIGATIVE SUMMARY

Matter under Investigation: Bonnie G (O.N. 8023864) Grounding

Interview Of: AB Arturo Mejia Eucede

Date/Time: 10 October 2023 @ 0800

Location: St Thomas

Interviewed By: [REDACTED] Civilian

Others Present: LT [REDACTED] MSD St Thomas, Barton Barnum (NTSB)

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On October 6, 2023, at 1130 I interviewed Mr. Hetzel Arturo Mejia with the Investigating Officer [REDACTED] and Barton Barnum from the National Transportation Safety Board. Mr. Mejia National License from Honduras [REDACTED] under qualified under STCW II-4, VI 6-1, VI/1, V/2. The Republic of Vanuatu endorsed his national license on [REDACTED]

Mr. Mejia was the able seaman and had the anchoring watch onboard the Bonnie G on Wednesday 4, 2023, the day of the incident. Mr. Mejia stated has been part of the Stephenson Formel Services LLC company for the past year and a half and his contract started on May 13, 2023.

During this period Mr. Mejia has 15 years of experience in the Marine Industry and has a license as a Bosun. During the interview, Mr. Mejia said that he had anchoring experience watches on an RO-RO carrier and Oil Tanker vessel. (License and Endorsement)

The vessel Boonie G is equipped with a stern ramp and utilizes the anchor or anchors to stabilize the vessel as they are unloading the cargo to the pier. Mr. Mejia during, his interview told us that he has only used the anchors of the vessel in this matter for cargo operations.

Mr. Mejia mentioned that when anchoring the vessel, he was taking orders from Kerry Morgan that was relayed from the Master. He mentioned that the condition of the anchor was good as well and the first shot of the chain was in good condition. The vessel was anchored at 2300 and the Master gave the first watch to Mr. Mejia from 0000 to 0630. The Master gave the orders to Mr. Mejia to verify the velocity of the radar in the vessel from .2 to .7 knots. The second order from the Master was to track the position of the vessel on the radar screen where the Master marked a fixed range of half-mile from Red Point St. Thomas. Mr. Mejia mentioned that in the range the Master didn't take into consideration the marked rocky area south of Red Point that was in a half-mile range marked by the Master.

While the vessel was anchored the weather conditions started to deteriorate with the increasing wind and waves. Also, Mejia mentioned that the Master and the First Officer came to the bridge at different times, but the anchor was holding, and no issues were reported. At 0330, Mr. Mejia verified the radar

and felt the vessel moving but didn't look at the radar for the speed of the vessel. Mr. Mejia went on deck and that the green buoy was closer to the vessel than when the vessel was originally anchored. Mr. Mejia went to wake up the Master. The Master orders up the crew and starts the engines of the vessel to maneuver the vessel from the restricted area.

Mr. Mejia went to advise the Chief Engineer to engage the engine but at the time the engines never were shut down. At the time that all crewmembers were on deck, they attempted to raise the anchor and noticed they lost the anchor. Additionally, the crew attempted to maneuver the vessel off the area but noticed it had grounded. The vessel was taking heavy water spray from the waves. At this time Mr. Mejia told us that the Master at this time gave the order to all crew to abandon ship.

I, [REDACTED] hereby certify that I translated the interview from Spanish to English and that, to the best of my ability, it is a true and correct translation. I further certify that I am competent in both Spanish and English to render and certify such translation.

[REDACTED]
Senior Marine Investigator
Date: October 17, 2023