



U.S. COAST GUARD INTERVIEW SUMMARY

Matter Under Investigation: Collision (OSV) THUNDER and (Bulk) BUNUN QUEEN on July 23, 2022.

Interview Of: [REDACTED]

Date/Time: 0845-0926 26 July 2022

Location:

Interviewed By: CWO [REDACTED]

The Chief Engineer of the (OSV) THUNDER, who resided at [REDACTED] had been employed by Jackson Offshore Operations for seven years with a total of seventeen years in the maritime industry. Chief Engineer had worked with the current Captain for approximately one year.

The Chief Engineer stated that he woke up around 0800 stood his normal watch and attended the 1100 safety meeting and conducted drills. After the meeting, the Chief Engineer went to the Engine Operating Station (EOS) to check that all engineering systems were operation correctly when he heard the engines come throttle down and he heard someone say “Jay are you in the wheel house”? This was immediately followed by a loud noise and the Chief Engineer was slammed the against the EOS console. Chief Engineer and two other crew members (engineer watch stander and QMED) ran to the aft deck to what happened. Once on the deck they saw the Bulk Carrier BUNUN QUEEN port to port and rubbing down the side of the OSV. The Chief Engineer sent the engineer of the watch and QMED to check for structural integrity of the hull. At this time the Chief Engineer went to the engine room to bring the ships power plant back online that was lost during the collision. The QMED reported that the water tight hatch leading to the Azipull room was leaking due to water ingress into the space and the OSV was starting to list port with an aft trim. Because the dewater system was operated from inside of the affected space, the Chief Engineer had to utilize the ships ballasting system to dewater the space and get the hole in the hull as far out of the water as possible. Once the water was out of the space the Chief Engineer was able to reinstitute power to the vessel. Chief Engineer stated he passed all updates to the Captain via radio as events happened. Chief Engineer stated he went to the bridge fifteen – twenty minutes after the collision and saw the night captain, Tucker, Patrick, and the Captain, and Chris on the bridge.

The Chief Engineer stated that all equipment onboard was operational at the time of the collision and the only open discrepancies were noted for the upcoming dry dock.

[REDACTED] CWO2
03 OCT 2022