



## U.S. COAST GUARD INTERVIEW SUMMARY

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

Interview Of: Ruel Knight III \_ Master THUNDER

Date/Time: 1041-1141 26 July 2022

Location: Lugerbuhl Law Office

Interviewed By: CWO [REDACTED]

The Master of the (OSV) THUNDER, who resided at 2514 A Shady Oak Court Panama City Beach, FL 32408 had been employed by Jackson Offshore Operations for five years with a total of thirty-four years in the maritime industry. The Master of the THUNDER held a USCG Masters license and all other required training for his position.

The Master of the THUNDER stated that he woke up around 0800 and started his normal routine. He was on the bridge at 1000 to review vessel logs and check on the vessel's status. After leaving the bridge he went to the galley to eat breakfast. The Master assumed the watch approximately 1115 and conducted the safety meeting and drills. The vessel's speed over ground was nine knots. At approximately 1155 the Master sent the other two watch standers to conduct the mates' rounds and test the fire pumps. The Master kept an A/B in the wheelhouse to give training on fire pump operation from the bridge. After the fire pumps were tested the A/B left the wheelhouse and the Master started bridge clean ups. He was alone on the bridge at this time which is against companies manning policy of having 1 licensed mariner and another crew member in the wheelhouse at all times. The Master was at the helm when an A/B came to the door notifying him that the BUNUN QUEEN was port side and received a call from another crewmember asking if he was in the wheelhouse. As he increased the throttles and turned port to minimize damage to the vessel. The Master stated that the first time he noticed the BUNUN QUEEN was after the collision. No alarms on the radar or visual notifications. After the collision the Master brought the throttles back down to full stop and sounded the general alarm sent out a MAYDAY over the radio and started a crew muster along with damage assessment. After initial assessment were made the crew started preparing for abandoning ship. Another vessel, the LADY TERNEY circled back and asked if the crew needed assistance. The Master ordered all non-essential personnel to board the assist vessel except for those who volunteered to stay. Master stated while the abandon ship was taken place the Chief Engineer was ballasting and de-ballasting tanks to make the THUNDER stable and to stop water ingress. Once the Azipull space was dewatered the vessel's power plant was restored and the vessel slowly mad its way to Port Fourchon

The Master 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.

The Master also, stated that the close proximity alarms were secured due to the amount of traffic and oil field platforms in the area. When asked what do you think caused the incident the Master stated the THUNDER was the stand on vessel according to COLREGS and the BUNUN QUEEN should have altered course or radioed ahead to prevent the collision.



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CWO2

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