



## U.S. COAST GUARD INTERVIEW SUMMARY

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

Interview Of: Bui Van Tung 2<sup>nd</sup> Officer

Date/Time: 1416-1617 28 July 2022

Location: BUNUN QUEEN

Interviewed By: CWO [REDACTED]

The 2<sup>nd</sup> Officer the (Bulk Carrier) BUNUN QUEEN has been employed by the company Wisdom Marine and in the maritime industry for 9 years, since 2013 and has worked in the 2<sup>nd</sup> Officer capacity for 2 years. He had been on board the BUNUN QUEEN since it first commissioned on January 12, 2022

On the day of the incident, the 2<sup>nd</sup> Officer reported to the bridge at 1145 and relieved the watch at 1200. He stated that he was on watch alone because the C/O had the A/B removed to clean cargo holds. He noted that there were no vessels in the ahead of the vessel but had a container ship on the stern. At 1300 the 2<sup>nd</sup> Officer made a fixed position of the vessel, he noted an oil rig on the starboard side, and a container ship on the stern. After fixing the position the 2<sup>nd</sup> Officer started printing updates for the ENC and ADP, which are weekly collateral duties for the 2<sup>nd</sup> Officer. The 2<sup>nd</sup> Officer stated that went to print the updates even though he didn't have a second person lookout because he would here the ECDIS alarms sound when a vessel was getting with in the set parameters. While performing his collateral duties he looked up and saw the THUNDER on the starboard bow of the BUNUN QUEEN, he ran to the ship control and shifted the steering gear from auto pilot to manual steering. Once the steering system was in manual mode he immediately turned the vessel hard to port. After colliding with the THUNDER the 2<sup>nd</sup> Officer turned the vessel to starboard to maneuver away from the THUNDER. During this time no whistles or horns were sounded, 2<sup>nd</sup> Officer stated he was in shock and did not think about sound signals. The Master came to the bridge and instructed the 2<sup>nd</sup> Officer to save the recording on the VDR. After assessing the damage the Master instructed the 2<sup>nd</sup> Officer to contact the engineers to stop the BUNUN QUEEN's engines. At this time the vessel's speed over ground was 15 knots and took 2 minutes to completely stop the vessel.

Once the BUNUN QUEEN was brought to a full stop, the Master contacted the THUNDER via radio on VHF channel 16. 2<sup>nd</sup> Officer stated that the Master instructed the Chief Officer to make rounds of the vessel and assess damage. The damage report was an inset on the port cargo tank and an inset on the starboard bow. At this time the Master notified the Coast Guard of the incident.

The 2<sup>nd</sup> Officer stated that he was alone on the bridge at the time of the incident although company requires 1 officer and 1 A/B. 2<sup>nd</sup> Officer agreed to assume the watch alone because of the fair weather conditions and calm seas.

2<sup>nd</sup> Officer stated that ECDIS and Radar close proximity alarms (CPA) did not sound because 3<sup>rd</sup> Mate was instructed by the Master to secure them when leaving the port of Huston due to heavy traffic. 2<sup>nd</sup> Officer did not check the settings of the CPA and did not know what parameters the alarms were set at.

The 2<sup>nd</sup> office stated according to COLREG 72 that because the BUNUN QUEEN was in the Fairway the THUNDER would have to yield.



, CWO3

05 OCT 2022