



## U.S. COAST GUARD INTERVIEW SUMMARY

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

Interview Of: Tie Thuan Nguyen, Chief Officer

Date/Time: 1202-1335 28 July 2022

Location: BUNUN QUEEN

Interviewed By: CWO [REDACTED]

The Chief Officer the (Bulk Carrier) BUNUN QUEEN has been employed by the company Wisdom Marine for 4 years and has been working in the maritime industry for 15 years with three years of experience on bulk carriers.


The BUNUN QUEEN was transiting from Houston to New Orleans during the time of the incident. It was the Chief Officer's first time making this voyage. He had transited U.S. waters previously, but on different voyages and not as a Chief Officer. The Chief Officer stated the weather was calm, with minimal winds and no other vessels in sight. His normal watch rotation is from 0400-0800 and 1600-2000. The Chief Officer is in charge of the watch schedule; normally there is an officer and AB on the bridge while the vessel is underway. He was not present on the bridge during the incident and does not know exactly who was on the bridge. The vessel is equipped with an autopilot that will maintain a straight heading, but must be manually overridden for maneuvers. He does not know if the autopilot was in use at the time of the incident. During his watches, he normally has the radars set a 6 and 12 nautical mile ranges. The radars are equipped with closest point of approach alarms and the Chief Officer utilizes them for his watches. He does not remember if they were turned on after getting up to the bridge after the collision.

At the time of the incident, the Chief Officer was asleep in his cabin. He heard sounds of impact and proceeded to the bridge, where he was assigned by the captain to assess damage. He heard no sound signals leading up to or directly after the incident. He only remembers the Captain on the bridge at the time of the incident, but was in shock. During the damage assessment, the Chief Officer noticed a gash/inset to cargo hold #1 and sounded the ballast water tank and noticed water ingress. He directed an AB to monitor and report changes in water level, but saw no water in bilges or any other spaces.

The Chief Officer normally must have the watch schedule approved and signed off by the Captain. The schedule is normally kept on the bridge wings; previous watch schedules are in a log. Any schedule changes are proposed by the Chief Mate to the Captain, then it is official and a paper copy is changed. There was an agreed upon change for the 23<sup>rd</sup>. One AB that was supposed to be on navigation watch was tasked with cleaning cargo holds. This was approved by the Captain. The policy is to have 2 people on the bridge when the weather is clear and the vessel is underway.

The Chief Officer also stated the following from follow-on questions with Liberia Flag reps and Parties in Interest:

The Chief Officer stated that there is an engine stop on the bridge, and that the last collision drill took place on April 30<sup>th</sup> according to the log. The Chief Officer has had his masters license since 2018 and is very familiar with the vessel's SMS.

, LTJG  
04 OCT 2022