

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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GROUNDING OF TOWING VESSEL * Accident No.: DCA22FM035

CC PORTLAND ON AUGUST 8, 2022 *

*

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Interview of: CAPTAIN ROBERT A. BOUGHAMER, JR.,
Master, CC Aransas,
Edison Chouest

Corpus Christi, Texas

Thursday,
August 18, 2022

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Capt Robert A. Boughamer, Jr., Master, CC Aransas

TAKEN ON

August 18, 2022

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If, to the best of your knowledge, no corrections are needed kindly circle the statement “no corrections needed” and initial in the space provided.

NO CORRECTIONS NEEDED. _____
Initials

Robert Boughamer, Jr.

Printed Name of Person providing the above information

Robert Boughamer, Jr.

Signature of Person providing the above information

10/17/2022

Date

APPEARANCES:

██████████, Lieutenant Commander, Investigator
United States Coast Guard Sector Corpus Christi

ROBERT FURUKAWA, Investigator
National Transportation Safety Board

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I N T E R V I E W

(11:10 a.m.)

1
2
3 [REDACTED] There we go. We started your recording. All
4 right. So, good morning. It is 11:10 a.m. on August 18, 2022.
5 My name is Lieutenant Commander [REDACTED]. I'm the
6 investigating officer with Coast Guard Sector Corpus Christi.
7 This interview is in regards to the *CC Portland* grounding that
8 resulted in subsequent property damage. So, do I have your
9 permission, sir, to record this interview?

10 MR. BOUGHAMER: Yes, ma'am, you do.

11 [REDACTED] Okay. And could you please state your name
12 for the record?

13 MR. BOUGHAMER: My name, my full name is Robert Alan (ph.)
14 Boughamer, Jr.

15 [REDACTED] Okay. And then, Jon, could you please
16 introduce yourself, as well, for the record?

17 MR. FURUKAWA: John Furukawa, NTSB.

18 [REDACTED] Awesome. So, we're just going to go through a
19 couple of questions.

20 INTERVIEW OF CAPTAIN ROBERT A. BOUGHAMER, JR.

21 BY [REDACTED]

22 Q. First, I just want to get a little bit of your history. So,
23 if you could --

24 A. Yes, ma'am.

25 Q. -- tell me about your background in the industry, and with

1 Chouest specifically?

2 A. As far as the industry, I've been in the oilfield since I was
3 about 18 years old. I'm presently 52 years old. (Indiscernible)
4 worked my way up through the hosepipe as captain. I worked
5 (indiscernible) barges and supply boats from 1988 to 1999. From
6 1999 to the present, I worked on tugboats, mainly harbor tractor
7 tugs. I've been working for Chouest. I worked for Chouest from
8 1999 to 2016; and then, I quit, went to work for another company
9 in 2016. I came back in 2021 to Chouest. Well, hopefully, I'll
10 retire here, too, but --

11 Q. Okay.

12 A. But yes, ma'am. If there's anything else you need to know,
13 you know, feel free to ask.

14 Q. So, how long have you been a captain on these tugs in Corpus?

15 A. The ones in Corpus, are we talking about a specific tug, or
16 just harbor tug in general?

17 Q. The CC, the Chouest tugs, that assist for Cheniere, those
18 ones specifically.

19 A. Okay. Well, with those tugs of ours, I've been on them for a
20 few months, ma'am. You know, I pretty much, I bounce around a
21 lot. I go between tugs, wherever they need me at. And so, I've
22 ran the ones that they have for the Navy, I've ran the ones in
23 Corpus, I run the ones over here in Sabine, I've run the ones in
24 Cameron, Mayport, Florida, Kings Bay, Georgia. So, I pretty
25 much -- and our big tractor tug that we have at (indiscernible)

1 Grand Isle Block 18. So, a lot of experience on pretty much all
2 of them, ma'am.

3 Q. Okay. How long have you been working with Z-drives?

4 A. Oh, Z-drives, probably 15, 20 years.

5 Q. Okay. So, you've got a lot of experience.

6 A. Yeah. Before that, I ran on what they called a Voith
7 Schneider system, which is where our other tractor tug that we
8 have in Grand Isle. From 1999 to 2006, I ran that. It was a
9 Voith Schneider tug. It's like some eggbeater propellers. And
10 from 2006 onward, all I ran is Z-drives, yeah. So,
11 (indiscernible), so that's, what, about 15, 17 years, something
12 like that.

13 Q. Okay. Has Edison Chouest ever sent you to a simulator for
14 Z-drive training?

15 A. We did when we got the contract for Cheniere and Sabine Pass,
16 Texas. We had did some simulator training at MITAGS in
17 (indiscernible), Maryland. We did some training there. That's
18 about the training I had. I mean, I -- yeah.

19 Q. How long ago was that?

20 A. That was probably back in '04 or something like that, ma'am.

21 Q. Oh, okay. So, when --

22 A. Maybe later. I'm just -- you know.

23 Q. Were you ever required to work through the tractor tug
24 training program?

25 A. They reevaluated me when I came back in 2021, but that was

1 about it. I think that paperwork is in our program right now.

2 Q. Okay. And --

3 A. Yeah.

4 Q. -- what did the reevaluation entail?

5 A. Well, I guess they just wanted to make sure that I could
6 still run a boat, ma'am. But shit, I done run a boat for them
7 years ago, and the nine companies I worked for was Moran Towing,
8 and I was captain -- I was mate for a couple of years over there,
9 and made captain over there, and I ran a boat over there. So, it
10 was just, I guess, a formality, I guess you can say.

11 [REDACTED] Okay. Jon, do you have any questions at this
12 time?

13 MR. FURUKAWA: No.

14 [REDACTED] Okay. Great. I'm going to keep going.

15 BY [REDACTED]

16 Q. So, I'm going to start going into the actual tractor tug
17 training program document that I just said. So, I'm going to
18 share my screen with you now.

19 A. Okay. A lot of it, I think, ma'am, is like people that are
20 just coming into the field to be evaluated like that. I mean, as
21 far as for me, like I said, it was a formality, because, you know,
22 I had a lot of experience, and they knew what I could do prior,
23 you know, when I priorly had worked for them, you know?

24 Q. Yeah. So, what guidance do they provide you, then, with this
25 document and having mates train under you?

1 A. I was told about that it was something that was started while
2 I was gone, and I had a little bit of, you know, knowledge about
3 it. I was told about it. But I never got to the point where, per
4 se, that I was evaluating somebody. You know, they have to prove
5 to me more than a couple of times that they can do it before I'm
6 going to, you know, sign off, I guess you could say. I used to be
7 an assessor for the (indiscernible) program, and, you know, that's
8 how I've always done it.

9 Q. Okay. So, I'm going to walk through this a little bit, then.

10 A. Yeah.

11 Q. Were you given any guidance on the order that this has to be
12 completed in?

13 A. Not really, ma'am. The way I had skimmed over it, I was
14 just -- for me personally, if they can do it like five or
15 six times without me having to explain to them, you know, I would
16 consider that, you know, going through the process of getting it
17 done. You know, but that's just me. I ran it the way I ran my
18 assessment course when I was assessing for (indiscernible) and all
19 that, you know? I mean, they've got to be able to prove that they
20 don't need my help at all to get this done.

21 Q. Okay. So, I'm going to go through -- so, this one I have is
22 for Timothy Thorson (ph.).

23 A. Yeah.

24 Q. I'm going to go through a couple of the sections that have
25 your initials written in and see if they're actually your

1 signature or if you did not write them in. So, the first one I
2 have is under section three, evolution one, element one, numbers
3 three and four, the (indiscernible) and the GasLog Wellington.

4 Are those -- is that your signature on the right?

5 A. No, ma'am. It doesn't look --

6 Q. Yeah?

7 A. -- like mine.

8 Q. Okay. And then, we have the evolution number two, element
9 one, numbers four and five; and then, element two, numbers four
10 and five, a well. Is that --

11 A. No, ma'am.

12 Q. -- your signature? Okay.

13 A. No, ma'am.

14 Q. Then, we have evolution number three, element one, items
15 three and four.

16 A. Okay. Element three --

17 Q. Or, element one, numbers three and four, the (indiscernible).

18 A. I'm looking at it, and that doesn't look like mine, no,
19 ma'am.

20 Q. Okay. And then, evolution number four, element one,
21 items two, three, and four; and then, element two, items four and
22 five.

23 A. No, ma'am.

24 Q. Element one, items number one and two?

25 A. No.

1 Q. Evolution number six, element one, numbers one, two, and
2 three?

3 A. No, ma'am.

4 BY MR. FURUKAWA:

5 Q. Even that third one? That one looks a little different.

6 A. Which one, sir? Can you point out --

7 Q. Well, the --

8 (Crosstalk)

9 Q. -- GasLog Winchester, the --

10 A. Yeah. That's what I'm looking at right now, but --

11 Q. So --

12 A. No.

13 [REDACTED] Yeah?

14 MR. BOUGHAMER: No, because actually, on the number four, I
15 wasn't comfortable signing off, because we have done a number
16 four, but the problem was -- he did good on one, so I let him do
17 another one, and he just, he couldn't keep the boat still as it
18 was sailing outbound. And I just wasn't comfortable with it. And
19 I tried giving him a chance, and the tug went sideways like in
20 a -- we call it an indirect, and the pilot didn't want indirect,
21 but it caught him, and he had a hard time correcting it, and I
22 kicked him off the chair, and --

23 [REDACTED] Okay.

24 MR. BOUGHAMER: -- I got back in the chair. I just didn't
25 feel comfortable signing off on number four.

1 BY MR. FURUKAWA:

2 Q. Was that the -- which ship was that? The GasLog?

3 A. It must have been one of them, sir. I can't recollect. I'd
4 have to look in my logbook to ensure that, you know, I'm not lying
5 to you. I don't remember which one it was. But we were sailing
6 on out, and I just didn't, you know --

7 Q. Okay.

8 A. He's not what they call happy hands -- what I refer to as
9 happy hands. And happy hands is -- let's see if I can show it.
10 It's like you're doing this with the drive all the time. And the
11 drive doesn't react that fast, but the person -- your brain is
12 thinking it, but it's not. And he had a problem with that. And
13 it's like, huh-uh. I mean, there's a couple of times on different
14 ones where he's like he's on a -- I don't know how to explain it,
15 but he follows it in the thought process, and you can't be in the
16 thought process. You have to know what you're doing.

17 [REDACTED] Yeah. Okay.

18 BY [REDACTED]

19 Q. So, I think we have a couple more. Evolution number seven,
20 element one, line number one; and then, element two, lines one and
21 four.

22 A. No.

23 Q. Okay. And --

24 A. And look, that's just me trying to expand the screen to look,
25 if you all see --

1 Q. Yeah. No, you're fine. And then, line number four on this
2 page, I think that says RB, as well.

3 A. Yeah. No.

4 Q. All right. That's all of them. Okay.

5 A. Yeah, right.

6 Q. I'm going to exit out of this.

7 A. Okay.

8 Q. Like to see your face. All right.

9 A. Oh.

10 Q. Okay. So, what's your experience with him, then? You just
11 spoke a little bit about one instance where you didn't feel very
12 comfortable with him at the helm.

13 A. Well --

14 Q. What's your overall experience with Mr. Thorson?

15 A. Well, a few months -- this was a few months, and look, I'll
16 give the guy the benefit of the doubt. Some people progress; some
17 people don't. I'm just going to say it like that. But from my
18 experience a few months ago was, he thought he was more advanced
19 than what he was. I didn't think he was up to what he thought he
20 was. I think he was more wanted to hurry up and get signed off so
21 he can, you know, obviously, make more money, whatever it is. But
22 I just don't think he was there, ma'am and sir.

23 We came to the dock, and he (indiscernible) just trying to
24 get the boat to the dock. And one line, he popped a line, and
25 it's like, a lot of it's situational awareness, you know? I mean,

1 we put the line on the bit, and, you know, he was trying to do
2 something, and the line popped. Well, look, I'm going to tell you
3 right now, I've been doing this a long time, I pop lines, too,
4 but, you know, I had undue circumstances, and I had situational
5 awareness, and there was no situational awareness.

6 Now, coming alongside the ships, you know, there's a couple
7 of jobs that he did he did well, like coming alongside, or like in
8 the two and the three position, which is alongside the hull. He
9 did those fairly good. But the number four, no. The number one,
10 no. I didn't even put him on the number one, because to me, it
11 was pointless. To me, the number one is the most difficult one
12 that you have, and if you can't master two, three, and four,
13 there's no way I'm putting you at a number one. But that's me. I
14 speak only for myself. That's my opinion of it.

15 Now, the number four, when I was telling you about the number
16 four, that happened; and then, there was an inbound that I let him
17 have the wheel for that I just told him, you know, let me get it
18 until we got in, and then we were just running up the channel. He
19 did good. But as far as putting the line up on the ship, I did
20 that myself, because, like I said, I just, I didn't feel
21 comfortable trying to get him to do that part. Now, he did take
22 the line off of a ship. We were sailing outbound. I let him do
23 that, and he did that one good, I've got to admit. But that
24 one particular outbound, he was able to retrieve the line and all
25 that. But there was another one where it just, it wasn't good.

1 There was no consistency.

2 Q. Okay. Had he ever showed you his tractor tug training
3 program workbook?

4 A. He mentioned it to me, that he had it, but -- and he might
5 have showed it to me, but I'm not -- like I said, I just -- to me,
6 it would have had to have been more than two weeks of him with me,
7 or he would have had to have shown me that, you know, he could run
8 it. And I just -- like I said, there were some inconsistencies,
9 and it was a judgment call on my part.

10 Q. Okay. Have you worked through this program with any other
11 mates?

12 A. I had worked a couple of them, but we hadn't really signed
13 off on anybody yet. On a couple of mates, but that's about it.
14 And that was on the tractor tugs in Sabine Pass. That wasn't over
15 there in Corpus or in Cameron.

16 Q. Okay. Do you talk to the other captains when you have a mate
17 coming on to kind of get a feel?

18 A. Oh, most definitely. Most definitely.

19 Q. Okay.

20 A. Most definitely. You know, it's not -- it's something that
21 you want a heads-up, because you've got some people that'll tell
22 you, hey, man, I've been doing this for years, and I can do this,
23 and I can do that. And, you know, in the past, in my younger
24 years, I got caught. Somebody told me that. Hey, grab the wheel.
25 Let's see what you got. And then, it all turns to, you know, to

1 nothing good. And so, now, it's like we talk amongst ourselves,
2 the captains, and a couple of guys that are over there
3 (indiscernible), you know, I've been doing it for years. So,
4 yeah, we do talk.

5 [REDACTED] Jon, did you have some questions?

6 BY MR. FURUKAWA:

7 Q. How long have you been with him, was it for two weeks on the
8 *Aransas*?

9 A. Yes, yes, sir. Excuse me, sir. I'm sorry. Yes, sir.

10 Q. Okay. And that on the *Aransas*, or was it on the *Portland*?

11 A. No, that was on the *Aransas*, which is a sister ship to the
12 *Portland*.

13 MR. FURUKAWA: Okay. And -- yep. That's all I have.

14 [REDACTED] Okay.

15 BY [REDACTED]

16 Q. So, what are your feelings on the number one position?

17 A. Personal?

18 Q. Yeah. Give me your personal opinion.

19 A. I really don't like it, but it's my job, so I do it. I'm not
20 really crazy about it. As far as over there, I mean, I'm not a
21 pilot, and I don't want to get in a match with a pilot, but I was
22 always told when, you know, we did some training -- I did some
23 training with Moran, and we had a guy over there that told us,
24 anything over 7 knots, you're not effective. And when you're
25 coming in from the ship channel, turning into La Quinta Channel,

1 that's a pretty big, steep turn. And the pilot wants you hooked
2 up. That's the only port that I worked in that we did a number
3 one like going into that channel at that speed. Sometimes, it's
4 above 7, you know?

5 But like I said, I mean, when I went through some training
6 with another company, one of the guys had told me, because it was
7 a question, over 7 knots, the Z-drive couldn't be effective.
8 Because if you've got to get on a 90 (indiscernible) ship doing
9 7 knots, and you're on a 90, you're going to be using pretty
10 much all your power just to hold yourself at 90, much less trying
11 to pull them. So, that's me, but that's what they wanted. I feel
12 comfortable to do it, I do it. But, you know, I'm not a big fan
13 of it.

14 Q. Okay. Is there another way that the same goal could be
15 accomplished with not having that number one position?

16 A. Well, you're going to get more leverage on the number one,
17 obviously, because you're in the tip of the ship, to turn it.

18 Q. Okay.

19 A. If it's a massive turn, you know, that's the advantage of,
20 and I really wouldn't want to answer it, because I don't consider
21 myself an expert on it. But I know, as far as to me, to turn the
22 ship, the further you're on the edge of it, the better turn you're
23 going to get. And sometimes, when you're hooking up on a
24 (indiscernible) on these ships, it's so far back that you can't
25 get no good leverage on it to turn it. So, I mean, that -- I

1 don't want to step on a pilot's toes, ma'am, but that's the way I
2 see it. You can get more leverage on a turn.

3 So, that's the only thing I could see, you know. The only
4 other way you'd have to have a tug go lean on the bow somewhere to
5 push them in, or have one hooked up to them, you know? But I
6 don't know if they're going to do that. You know, and then, you
7 have to figure in the rake of the ship, the -- how deep of a rake
8 it is in the ship, and if you can land your tug into that rake
9 without damaging anything, you know. So, there's a lot of what
10 ifs, I guess you can say, about it.

11 Q. Yeah. Is the number one position utilized before the turn
12 into La Quinta Channel at all?

13 A. The few times I did it, I think I might have -- I really
14 don't think they did, because mostly, the number one is to turn.
15 But as far as me, ma'am, at this time, I can't remember really
16 helping him turn to go into La Quinta.

17 Q. It's just meant to turn at the dock?

18 A. Yeah, like when you -- because like when you're coming into
19 La Quinta, and you pass the Oxy Dock (indiscernible) around the
20 ship, and that's when you get into the turning basin that's
21 (indiscernible). That's when that number one's mostly getting
22 utilized, right there, you know, to help turn, because it is
23 (indiscernible) right there to turn.

24 Q. Would it be better to have the number one made up after
25 you're already in La Quinta Channel?

1 A. Me personally, ma'am, in my opinion, yeah. Once you get into
2 La Quinta, and you made that turn into La Quinta, anywhere from
3 that turn to where the (indiscernible) shipyard, you know, me,
4 personal opinion, and I don't speak to anybody else, that would be
5 a good spot to have them bring that number one up.

6 [REDACTED] Jon, did you have some questions?

7 BY MR. FURUKAWA:

8 Q. So, slowing down before the turn, would that help, or --

9 A. Well, they've got to have a little bit of speed to come into
10 the turn, from what I understand, because that turn is going to
11 slow you down as it is, so you've got to have a good, you know,
12 good little bit of speed. And if you need -- bless you. If you
13 need to slow down, then you've got that number four tug. That's
14 your brake, anyway. He's going to be your brake.

15 Q. Okay.

16 A. You know? So --

17 Q. Okay. But you've never -- as number one, you've never had
18 to --

19 A. I've never had to get on the side and pull over. I never --
20 not that I can remember. Now, maybe one of the other captains had
21 to at one time. Because, you know, a lot of it depends on the
22 weather conditions. It depends on the pilot. Some pilots, you
23 know, they like to have an insurance policy. But a lot of it is,
24 is weather, too. If the weather's bad, man, you know, you're
25 going to -- I know they're going to want the number one tug, even

1 though my opinion is they don't need it. I'm not the pilot. But
2 yeah, there's a lot of variables, I guess you can say, making that
3 decision.

4 MR. FURUKAWA: Okay. Let's see. Because pilots are saying
5 that they kind of need it for (indiscernible) the turning basin?
6 Is that what they're saying, [REDACTED]?

7 MR. BOUGHAMER: Yeah, and --

8 [REDACTED] They were saying --

9 MR. BOUGHAMER: -- when they --

10 [REDACTED] -- before the turn into La Quinta Channel as
11 like an emergency turnaround.

12 MR. FURUKAWA: Yeah.

13 MR. BOUGHAMER: Okay. That's what the pilots say?

14 [REDACTED] That's what they said during our interview
15 with them --

16 MR. BOUGHAMER: Okay.

17 [REDACTED] -- is their thinking behind it. But we're
18 just looking into -- the reason we're asking these questions is,
19 part of our investigation after we're done with the fact-finding,
20 we'll do an analysis, and we can provide recommendations based on
21 our findings. And if we have enough evidence to support that
22 maybe that's not absolutely necessary, we could provide a
23 recommendation, but --

24 MR. BOUGHAMER: Yeah. And the only -- I mean, no offense,
25 but the only (indiscernible) would be just that, a recommendation.

1 That's not saying that they have to start from this point on doing
2 that, correct?

3 [REDACTED] Yeah. We don't have the authority to tell
4 them --

5 MR. BOUGHAMER: Yeah, yeah. Yeah. No problem. I was just
6 kind of wondering about that, but like I said, it really depends
7 on the pilot, you know. That's what it comes down to. Because
8 the only time I've really been used on a number one over there is
9 going, you know, in the turning basin and turning it around. I've
10 been on a number one in Miami, Florida, in Cameron (indiscernible)
11 over here in Sabine, and basically, the number one, that's -- when
12 we're going into the slip is when they utilize us to turn. And
13 sometimes, they don't even use you, you know? It just depends. I
14 mean, I've been over here in Sabine where they barely use me.
15 I've seen where they use me a lot. In Miami, I mean, I would just
16 (indiscernible) take my line down and go push on the side. And in
17 in Cameron, depending on the pilot and the weather, you know?
18 Like I said, a lot of variables.

19 [REDACTED] Yeah.

20 BY MR. FURUKAWA:

21 Q. So, for Corpus, when you're inbound, the number one, they
22 don't use you much; but when you're outbound, they use you to turn
23 the vessel?

24 A. Let's see.

25 Q. Yeah?

1 A. Well, like, when you're coming in, they'll use you to turn
2 the ship 180 so that if you (indiscernible) he's ready to punch
3 out, if you understand what I'm saying. He's ready to go out.
4 When you're sailing an outbound, most of the time, you're getting
5 in a 90, and you're pulling the bow of the ship off the dock; and
6 then, you're getting in front of it; and then, if they don't have
7 enough speed, you can actually pull on them to help them gain some
8 speed, I guess. And that first turn, you're coming from -- like,
9 when you leave the dock going up to that first turn, I think it's
10 the Oxy Dock, they might need you right there sometimes. They
11 haven't needed me --

12 Q. Well, so --

13 A. -- so I can't speak for that.

14 Q. Okay, because you're (indiscernible) out to sea.

15 A. Yes, sir, yes, sir.

16 Q. Okay. So --

17 A. In case something happens, yeah, you can -- all you've got to
18 do is pull him, and he can punch out.

19 Q. Okay. So, when they're coming in, they turn the ship around
20 before they --

21 A. Yes, sir.

22 Q. Okay.

23 A. Yes, sir.

24 MR. FURUKAWA: Okay. That's all I have, [REDACTED].

25 [REDACTED] Oh, thank you.

1 BY [REDACTED]

2 Q. So, with the bow position, with that number one position,
3 what is your preference with the tow line? Do you already have it
4 faked out on deck, do you pay it out on your own as it goes up,
5 or --

6 A. For me personally, ma'am, I have it faked out on deck; and
7 then, I've got one of my guys, and we put a little choker on it.
8 And now, (indiscernible), they can hold the line, and it slows the
9 speed of the line going out. And then, once my line is up, you
10 know, then I start stretching out, and I've still got my guy on
11 the choker, you know, keeping (indiscernible). Some guys like to
12 do it just have enough slack just to get it up there, or they like
13 to feed it out as they're going. I'm not a big fan of it. I had
14 an incident years ago with Moran that part of my line was buried,
15 and I had to stay right there while we unburied the line, right
16 underneath the ship. And, I mean, we did it. I mean, you know, I
17 don't care for it. So, from now on, my preference is, I fake out
18 my line, because I want to make sure there's nothing buried on
19 that winch, that if I need to, they're going to get the line.
20 That's me, ma'am. Everybody's different. (Indiscernible)
21 everybody's different.

22 Q. Yeah. We've heard a couple --

23 A. Also --

24 Q. -- different methods.

25 A. Yeah. Also, if I ever have a problem, I've got the winch. I

1 can suck up that line. If it's going to fast, well, then, I'll
2 just suck it up. If my guy can't choke it, I'm going to suck up
3 that line to where I deem it that I'm safe. And then, after that,
4 then I'm going to just let it -- you know, I'm going to give him
5 line as I'm coming out. But like I said, that's the last resort
6 if my guy with my choker's not doing a good enough job for me.

7 Q. Would that tow -- does the tow line float?

8 A. To some extent, it does, yes, ma'am.

9 Q. What do you mean by, to some extent?

10 A. Well, I mean, it's going to float a little bit, but -- I
11 mean, I've seen it where it floats, but I've also seen where when
12 the eye falls in, because there's so much chafing gear on the eye
13 sometimes, that the eye'll sink a little bit, you know, because
14 it's so heavy. But the actual line, if there's nothing on it but
15 just (indiscernible), well, then, you can see it --

16 Q. Okay.

17 A. -- most of the time, yeah.

18 Q. How easily could the tow line get sucked up into a Z-drive?

19 A. Well, ma'am, like I said, (indiscernible) everywhere, and,
20 you know, if the guy's not choking it, and you don't have a handle
21 of it, that line can go down; and depending on how close you are,
22 you know, it just depends. I mean, me personally, if I'm running
23 backwards, and I get a lot of slack, I'm not too worried about it
24 going in my wheel, because my drive is way back there, and I'm
25 making motion going back, and my line's going off my bow. So, I'm

1 concerned about it, but it's not nothing I lose sleep over,
2 because, you know, I kind of figure that if shit happens, and what
3 I mean by that -- excuse my French, by the way. Sorry about that.
4 But if we get, you know, if we get like kind of sideways to it,
5 well, then, yeah, then I'm going to be concerned. But if --

6 Q. Okay.

7 A. -- I'm in front of that ship, I'm not really too much
8 concerned about it, but I'm not going to say that I'm not worried
9 about it, but it's in the back of my mind, if you know what I
10 mean.

11 [REDACTED] Yeah. That makes sense. Jon, did you have
12 any questions?

13 MR. FURUKAWA: No.

14 [REDACTED] I don't really think I had too many other
15 questions. I just wanted to really get your take on the training
16 program and how you felt with Mr. Thorson, as well, and your
17 experience just with -- I mean, you've been a captain for a long
18 time, so you've got a lot of experience, and we do value your
19 opinion. So --

20 MR. BOUGHAMER: Yeah.

21 [REDACTED] -- I know you say it's your opinion, but it
22 does matter. Do you have any questions for us?

23 MR. BOUGHAMER: Not really. I don't have any questions. I
24 just -- you know, like I said, opinions, you know, every captain
25 (indiscernible) different, I guess you could say; or in our case,

1 we turn the joysticks a little bit differently. That's all I've
2 got.

3 [REDACTED] Do you have any --

4 (Crosstalk)

5 [REDACTED] -- recommendations, maybe, to prevent
6 something like this from happening again in the future?

7 MR. BOUGHAMER: Well, I'll preface it with this, ma'am:
8 Stuff happens, but I think, me personally, I think some simulator
9 training would be a good idea.

10 [REDACTED] Okay.

11 MR. BOUGHAMER: You know. I think it would be a good idea.
12 That way -- the number one spot, you know, is a tricky spot.
13 You've got to be on your game on that spot. You've got to have in
14 the back of your mind if something happens what I'm going to do.
15 To me, in my opinion, it's not an I'm going to do it on the fly,
16 so to speak. I think that's where a simulator -- doing a couple
17 of simulations on a simulator would come out good.

18 (Whereupon, the interview was concluded.)

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CERTIFICATE

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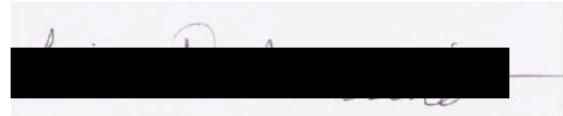
IN THE MATTER OF: GROUNDING OF TOWING VESSEL
 CC PORTLAND ON AUGUST 8, 2022
 Interview of Captain Robert A.
 Boughamer, Jr.

ACCIDENT NO.: DCA22FM035

PLACE: Corpus Christi, Texas

DATE: August 18, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
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Lisa D. Sevarino
Transcriber