

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: ROBERT GRABERT, Jr., Captain, Master (former)
CC Gregory, Edison Chouest Offshore

via Microsoft Teams

Thursday,
September 1, 2021

APPEARANCES:

██████████, Lieutenant Commander, Investigator
National Transportation Safety Board

JON FURUKAWA, Investigator in Charge
National Transportation Safety Board

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I N T E R V I E W

(10:09 a.m.)

1
2
3 [REDACTED] So, good morning. It is 10:09 Central Time on
4 Thursday, September 1, 2022. I am currently at Coast Guard Sector
5 Corpus Christi in the Investigations Office, and I am conducting
6 an interview on Teams concerning the incident that occurred on the
7 CC Portland on Sunday, August 7, 2022, at 1625 Central Time that
8 resulted in a grounding and subsequent property damage to the
9 *CC Portland*.

10 I have on the phone with me Mr. Grabert. He is one of the
11 vessel captains who I will introduce. And as I said, my name is
12 Lieutenant Commander [REDACTED] from the Coast Guard.

13 Mr. Furukawa, if you could introduce yourself?

14 MR. FURUKAWA: Jon Furukawa, NTSB.

15 [REDACTED] And, Mr. Grabert, if you could introduce
16 yourself?

17 MR. GRABERT: Robert Grabert, Jr., formerly --

18 [REDACTED] And --

19 MR. GRABERT: -- with Edison Chouest Offshore.

20 [REDACTED] And which vessel were you on?

21 MR. GRABERT: The *CC Gregory*.

22 [REDACTED] Okay. And do I have your permission to record
23 this interview?

24 MR. GRABERT: Yes, ma'am.

25 [REDACTED] Okay. Wonderful. All right.

1 INTERVIEW OF ROBERT GRABERT, JR.

2 BY [REDACTED]

3 Q. When you did work with Edison Chouest Offshore, how long had
4 you been a captain for them?5 A. I was with them approximately 32 years, and I was captain for
6 about 25 years.7 Q. Okay. Wow. And during that time frame, how long were you
8 the captain on those Z-drive vessels?9 A. Altogether, on the track that does for Chouest, I would say
10 probably like eight years.

11 Q. Okay.

12 A. Yep.

13 Q. And what was your training program for those Z-drives? Did
14 you have any specific training that you had to complete?15 A. It was pretty much just working with other captains and, you
16 know, working as a mate, and just trying and working my way up.17 Q. Okay. So, how familiar are you with the tug training
18 program?19 A. As far as Chouest's one, the boat that's in question, I've
20 rarely seen it.

21 Q. Okay.

22 A. I may have seen it maybe twice in that time. I have never
23 signed off on one, that I can recall.24 Q. Okay. So, what type of guidance did the company provide you
25 as a captain in regards to those training program booklets?

1 A. None in regards to the booklet. I mean, it was pretty much,
2 they would send us somebody to train, and we'd just let them know
3 if they were good to go or if he just wasn't going to be capable
4 to run one of those vessels.

5 Q. Okay. So, when did the training booklets come into effect,
6 then? It sounds like it's a more recent thing?

7 A. Really, honestly, I could not tell you when they came out
8 with those books.

9 Q. Okay. All right. Well, I'm going to share my screen, and I
10 just want to go through the one that we received for
11 Mate Timothy Thorsen, and I'm going to ask you a few questions
12 regarding this one specifically. And then, I do have a few
13 follow-up questions, as well, regarding the bow position,
14 specifically, that the towing vessels conduct. So, let me just
15 try to get my screen shared for you. All right. So, do you see
16 in front of you right now, it should be coming up, it's called a
17 tractor tug training program document? It's about 12 pages.
18 It'll take a second. All right. Should see it now.

19 A. I see the top part of it.

20 Q. Okay, yeah. I'll scroll down. Okay. So, does this document
21 look familiar?

22 A. No, not really.

23 Q. Okay. All right. Okay. So, right here, are you initials
24 RG?

25 A. Yes, ma'am.

- 1 Q. Okay. Is this your handwriting?
- 2 A. No, ma'am.
- 3 Q. Do you recall ever signing this book for Mr. Timothy Thorsen?
- 4 A. No, ma'am.
- 5 Q. Okay. So, it looks like he was on board with you in the
6 beginning of February. I'm going to scroll down. Okay. So, this
7 first section, you didn't sign?
- 8 A. No, ma'am.
- 9 Q. Any (indiscernible) your signature?
- 10 A. I don't even think he was on the vessel that many days with
11 me. Like I told you before, I don't have access to the logbook or
12 anything anymore, but I don't think he was there more than eight,
13 10 days, and that looks like a lot more than eight to 10 days.
- 14 Q. Eight to 10 days, you thought? Okay. Let me just --
- 15 A. Yeah.
- 16 Q. -- write that (indiscernible) down so that I can see if I can
17 verify that.
- 18 A. Yeah. I don't think he was there two weeks. Eight to
19 10 days would have probably been the most, that I can remember.
- 20 Q. Okay. Let me keep scrolling, see if I see your initials
21 anywhere else. I think this was all as -- okay.
- 22 A. Yeah, that's the captain's.
- 23 Q. Yeah, I think, if I recall, I think that first section was
24 the only one that I have seen RG. I don't see any other ones.
- 25 A. Okay, so, he's saying that I signed off on all that

1 first page.

2 Q. Yes. It looks like the (indiscernible) section --

3 A. But the question I got -- so, there's another section I just
4 noticed that you passed by that the captain's signing off that he
5 did those positions, but there's no initials -- one of my initials
6 in there that I see.

7 Q. No. I think the only section I saw your initials for was
8 this observation time section, which, it says, the objective of
9 this section is to allow the trainee to observe the master during
10 operating --

11 A. Yesh.

12 Q. -- the master (indiscernible). You will be required to ride
13 along and observe a minimum of 20 ship assist jobs.

14 A. Okay.

15 Q. So, were you ever approached by Mr. Thorsen with this book,
16 or did he ever ask you anything?

17 A. He mentioned it the first day he came on the boat, that they
18 had started him out with a certain amount of pay, and that as soon
19 as he got that book signed off, they were going to bump him up to
20 another pay rate or whatever.

21 Q. Okay.

22 A. And he hadn't even -- the boat hadn't even moved by then, and
23 he was already talking about it, but I'd never seen the book.

24 Q. Okay.

25 A. You know, he just talked about it, and he had never brought

1 it up to me at any time that I recall. I've never seen it.

2 Q. Was he the first mate that you had as a trainee?

3 A. I've had guy with apprentice mates before on the vessel with
4 me.

5 Q. What is an apprentice mate?

6 A. Some course that the guys go to at maritime schools around,
7 and they have to -- I don't know exactly the amount of sea time
8 that they need, but after a certain amount of time, they can send
9 it in to the Coast Guard and get their mate of towing, I think
10 it's called.

11 Q. Okay. But they're more, they're students? They're not
12 necessarily hired on by Chouest?

13 A. No, they're -- a couple of them were, like the engineers on
14 the boat.

15 Q. Oh, okay.

16 A. They were training to work their way up to mate on the
17 vessel.

18 Q. Were they required to follow this program at all?

19 A. I really don't remember any of them talking about this book,
20 but I do know that they had papers that they needed signed off
21 from the school --

22 Q. Okay.

23 A. -- that they had attended to be able to send in their stuff,
24 you know, that they had different assessments that they had to
25 complete before they could send it into the Coast Guard to get

1 their upgrade to their mate of towing.

2 Q. Okay. All right. Let me -- I'm going to stop sharing my
3 screen just so we can go back to talking.

4 A. Okay.

5 Q. All right. So, what was your experience like with
6 Mr. Thorsen on board your vessel?

7 A. It seemed like he was more worried about the upgrade in pay;
8 and then, he didn't want to really -- I don't know. He wanted to
9 run the vessel, but he was -- I didn't feel that he could. He
10 needed a lot more practice. And in his head, he felt he could run
11 the vessel a lot better than he could. And like I say, in that
12 time that he was with me, the most I let him do was like transit
13 the vessel like from, maybe from the Cheniere dock down to
14 Aransas. I never let him do a ship assist job, you know,
15 because --

16 Q. Okay.

17 A. -- I didn't feel he was really capable. He had a slow
18 reaction time, and when you're chasing those ships around, it's --
19 you've got to be a little, just kind of quick, doing your job, and
20 he -- eventually, maybe he could have gotten it, but at that time,
21 I was the first one. He was a new hire with Chouest, and he was
22 new to those type of vessels. I think I remember him saying
23 something about he was running like cruise boats in the river or
24 something like that, and --

25 Q. Okay.

1 A. -- he just figured Z-drives was Z-drives, and that -- you're
2 in a whole different ballgame when you -- different from cruise
3 ships and chasing down ships. It's a big difference. But the --

4 Q. Okay.

5 A. -- the time that he was with me, I let him dock the boat a
6 couple times and undock it from the dock at Cheniere, and it
7 showed me he needed a lot of practice before I was ever going to
8 let him chase down a ship.

9 Q. Okay. So, for the observation time in that book, what is the
10 intent of that? That they observe one thing, and that counts
11 towards their 20, or do they need to have more than one
12 observation for it to even count one?

13 A. I really couldn't tell you. I'm not that familiar with that
14 book.

15 [REDACTED] Okay. Jon, do you have any questions right
16 now?

17 MR. FURUKAWA: Yes.

18 BY MR. FURUKAWA:

19 Q. So, Robert --

20 A. Yes, sir.

21 Q. -- so, you said he said that he had Z-drive experience on
22 those American cruise lines?

23 A. Yeah, I believe.

24 Q. And it should be the same -- and he thought it was the same
25 as tractor tugs, as --

1 A. That was the way he was presenting it to me, you know, like
2 he had Z-drive experience, so he could run anything with
3 Z-drives --

4 Q. Okay.

5 A. -- you know, and --

6 Q. But when you asked him to dock the vessel, he had a hard time
7 docking it?

8 A. Yes, sir.

9 Q. Okay. And so, you said the only thing that you let him do
10 was do the transit from the Cheniere dock up to Aransas?

11 A. Yes, sir.

12 Q. No position one, two, three, or four?

13 A. Oh, no, sir.

14 Q. Okay.

15 A. No, sir.

16 Q. Have you had any Z-drive experience?

17 A. Myself?

18 Q. Yes.

19 A. Oh, yeah. Yes, sir.

20 Q. Okay. So, Z-drives, it is, you know, through your
21 professional experience, Z-drives are different from tractor tugs,
22 from -- or ASDs like the CC Gregory?

23 A. The CC Gregory is a tractor tug, sir.

24 Q. Right. Okay. Well, is the Z-drive also a tractor tug or a
25 tractor vessel?

1 A. Yes, sir.

2 Q. Okay.

3 A. That is the propulsion that is on those tractor tugs --

4 Q. Okay.

5 A. -- is Z-drives.

6 Q. Okay. So, with the -- on the Chouest vessels, they're

7 astern, the ASD, the astern --

8 [REDACTED] Astern drive.

9 MR. FURUKAWA: Drive.

10 [REDACTED] Yeah. They call it -- there's different
11 terminologies. You might talk to one person today that calls it
12 ASD; and then, tomorrow, one calls it a tractor tug; and then --

13 BY MR. FURUKAWA:

14 Q. Okay.

15 A. You know, different people call them different things.

16 Q. Okay. So, the tractor tug, the Z-drive, the ASD, it's pretty
17 much the same?

18 A. Yes, sir.

19 Q. Okay. So, it's not that different. So, him saying that he
20 had this experience on these American cruise ships --

21 A. Yes, sir.

22 Q. -- which should have had the same propulsion system, your
23 professional opinion is, he wasn't good at ship handling, which
24 should have been the same? Or close?

25 A. Well, he should have had a better understanding, you know. I

1 mean, I've driven supply boats, anchor handlers with Z-drives on
2 them. It's a big difference.

3 Q. Okay.

4 A. You're just transiting a boat, and putting it on deep D
5 (ph.), and stuff like that. Like, a cruise ship's probably, what,
6 3, 400 feet long, and, you know, it's a big difference between
7 just driving a vessel and bringing it to a location, and chasing
8 down a ship at 10, 12 knots, you know, and coming alongside A
9 regular cruise ship or a supply boat, you're not doing a
10 controlled crash, is what we pretty much call those, you know,
11 socking ships. You're coming alongside a vessel. On those
12 vessels, you're trying to stay away from other vessels. You know,
13 you've got a whole different environment to deal with. You have
14 the, you know, (indiscernible) from the ships, and have, you know,
15 they're pushing weight, a wall of water (indiscernible) kind of
16 moving you around. It's a big difference compared to driving a
17 cruise ship. And we've seen a lot of people come through there
18 that just, they can't get the, you know, the understanding of how
19 it's done there, especially a lot of people with conventional --
20 that all they have ever driven was conventional boats, it's kind
21 of hard for them to pick up Z-drives.

22 Q. Okay. Oh. Robert, how old are you?

23 A. Fifty-one.

24 Q. Fifty-one? So, your 32 years at Chouest, that's pretty much
25 all your years in the maritime industry?

1 A. Only company I ever worked for. Well --

2 Q. Okay.

3 A. -- now, I'm with a different company.

4 Q. Okay. Who do you work for now?

5 A. Bordelon Marine.

6 Q. Who?

7 A. Bordelon, B-O-R --

8 Q. Oh, okay.

9 A. -- D-E-L-O-N, Marine.

10 Q. Okay. And what do you do with them?

11 A. A mate.

12 Q. Okay. And how long have you been with them?

13 A. About two months.

14 Q. Okay. Okay. So, why did you leave Chouest?

15 A. I was terminated for an anonymous phone call for mistreating
16 a crew member. That was all I was told.

17 MR. FURUKAWA: Okay. Okay, I'll (indiscernible). Let's see.

18 Okay. And, [REDACTED], that page that had RG, that was a lot of --
19 that was like a whole section, right?

20 [REDACTED] It was the whole observation time section
21 where they're required to complete 20 observations.

22 MR. FURUKAWA: Okay. So, it's not something like a mistake
23 or accident. Okay.

24 MR. GRABERT: No.

25 MR. FURUKAWA: Okay. I think that's all I have.

1 [REDACTED] Okay.

2 BY [REDACTED]

3 Q. Mr. Grabert, were you ever -- did you ever complete any
4 Z-drive simulation training, like in a simulator?

5 A. Yes, we -- when I was getting the vessels ready to go to
6 Valdez -- Chouest has some vessels in Valdez doing the escorts up
7 there for the tankers. We did about a week's worth of training
8 like, it was simulating the area up there, kind of getting us
9 familiar with the ships up there and the area, transiting the area
10 up there.

11 Q. Where was that completed?

12 A. At Edison Chouest. It's a corporate training center.

13 Q. Okay. What did that training entail? Did it go through the
14 different positions?

15 A. Yes, ma'am, yeah.

16 Q. Okay. Was the bow position that is used in Corpus also used
17 in Valdez?

18 A. No, we never used that position in Valdez. We was mostly
19 alongside and off the stern of the ship, escorts we were doing up
20 there.

21 Q. Okay. So, why is the bow position used in Corpus?

22 A. That's just something that the pilots use up there -- over
23 there. I couldn't give you -- from what I hear, since that
24 incident, they're kind of getting away from it. They're only
25 using it when they're bringing in vessels or when they're bringing

1 the vessels out. The whole time -- I was in Corpus for since the
2 beginning up until February. I think it was like three and a
3 half, almost four years. And we used it all the time. But, I
4 mean, when the weather is kind of harsh, you know, a lot of wind
5 and all, I can see then they're using it then. But other times, I
6 don't -- it's not really necessary, and from what I hear, since
7 that incident, they've been kind of -- I think, the outbounds,
8 they haven't been using it; but the inbounds, they're still using
9 it.

10 Q. Okay. What was your comfort level with that bow position?

11 A. There was times when it was a little sketchy, you know, but,
12 I mean, when the weather was nice and the pilots would cooperate
13 with you, it wasn't bad, you know. But there was times when they
14 would push the envelope on you, you know. They have set limits of
15 7 knots, but, you know, I've seen times we'd go up to 8, 9 knots.
16 It would get a little sketchy sometimes.

17 Q. What do you mean, set limits for 7 knots?

18 A. Well, that was discussed between Cheniere, and the pilots,
19 and the captains over there. They had the limit of 7 knots. You
20 know, the pilots would keep it seven knots or below. But there
21 were some pilots over there that, they kind of liked to push it.

22 Q. Do you know if that was documented anywhere or how that was
23 communicated?

24 A. I doubt it, because when I -- I also worked at Cheniere in
25 Sabine before these boats came out, and at one time, it was

1 documented; and then, all of a sudden, when captains started
2 pushing the issue about it, all of a sudden, it disappeared out of
3 their manual.

4 Q. Hm.

5 A. I think it changed from a set limit to -- I don't really
6 remember the wording, but it was like to whatever an agreed-upon
7 limit, you know. The number was thrown out of the book. So, I
8 doubt -- I haven't seen one of the Cheniere manuals in a while, so
9 I doubt that they have a number limit on it.

10 Q. What Cheniere manual was that; do you know?

11 A. It's a manual that the marine department puts out.

12 Q. Okay.

13 A. You call -- if you still have Tim Vincent's (ph.) number, I'm
14 sure he could provide you with one or he can help you out with
15 that.

16 Q. I also have contacts at Cheniere, so I can reach out to them
17 first and see --

18 A. Yeah.

19 Q. -- if they can just (indiscernible) me. That's not an issue.
20 Okay.

21 A. Okay.

22 Q. Was there ever an instance where you didn't feel comfortable
23 with going into the bow position, and you communicated that to the
24 pilot, and they didn't agree with you or made you do it, anyways?

25 A. I think there was maybe a time or two where the weather may

1 have been a little, kind of borderline, and they have slowed the
2 ship down to help us out. But I don't remember them ever forcing
3 me to do it. I would have said no if I felt that I couldn't do it
4 or if I felt that I'd put somebody in danger or anything like
5 that. But I don't -- I think there's maybe been a time or two
6 that I've asked them to slow down a little more. But as for them
7 forcing me to do it, no, I don't ever remember that.

8 (Audio lapse)

9 MR. GRABERT: I'm not hearing you.

10 [REDACTED] I'm sorry. I'm just trying to call back in on
11 my phone. For some reason, my sound is not working on my
12 computer, and the phone call dropped, so I will be back on in a
13 second on there.

14 MR. GRABERT: I hear you now.

15 MR. FURUKAWA: Okay.

16 [REDACTED] Let me just mute this again.

17 MR. FURUKAWA: Yeah, we can both hear you.

18 MR. GRABERT: Yeah, we hear you.

19 (Audio lapse)

20 [REDACTED] All right. Can you hear me now?

21 MR. FURUKAWA: Yes, I can hear you.

22 MR. GRABERT: I can --

23 [REDACTED] Okay.

24 MR. GRABERT: -- hear you (indiscernible).

25 [REDACTED] Sorry about that. I'm now called in on my

1 phone. You've got to be -- with technology, I've got to just roll
2 with it. Okay. I'm sorry about that.

3 BY [REDACTED]

4 Q. I heard the first half of you speaking about if you have ever
5 pushed back on the pilot with the bow position, and then it cut
6 out.

7 A. Yeah. Like I say, I've never had them force me to do it.
8 I've --

9 Q. Okay.

10 A. -- I have asked them to slow down maybe a little more, you
11 know, to help me out a little, but I've never had them force me to
12 do it. And they might not have been happy when I asked them to
13 slow down more, but they've done it. You know, they've
14 accommodated me.

15 Q. Okay. Well, that's good to hear. All right. How do you
16 accomplish the bow position? Because we've heard a couple of
17 different methods where the captain maybe has their line faked out
18 on deck versus still on the spool. I'm just curious, how do you
19 go through the operation?

20 A. I would always have the guys, my guys, fake it out on deck
21 first. That way, if any issues with the winch or, you know -- I
22 just -- they would tie up. The heaving line would get thrown from
23 the bow of the ship. They would tie up to the messenger line and
24 send it up, and I'd get them off the deck. I didn't really care
25 for having it spool straight off for the winch. That way, in case

1 they had -- the line was being (indiscernible) didn't like that.

2 I didn't --

3 Q. Okay.

4 A. -- we didn't risk hurting anybody on the ship, you know.
5 While you're paying out, if the line's pinched, it would pull back
6 on the tagline that they were pulling up, the messenger line, you
7 know. I didn't really care for that. I always had it enough
8 faked out on deck to where I had enough to send it up slack. That
9 way, nobody on the ship was in danger of getting pulled back on or
10 anything like that.

11 Q. Okay. Would your deckhand choke hold at all?

12 A. What's that?

13 Q. Would the deckhand use a choke at all, a choke line?

14 A. What, to hold it back? Yeah, yeah. They would hold it --
15 they would choke it back so that a whole bunch of line wouldn't
16 fall in the water. They would help the guys up on the ship out.
17 You know, there wouldn't be as much weight for them to pull up.
18 Because some of those ships, the guys would manually pull it up.

19 Q. Oh, wow.

20 A. Yeah. There was a couple of them that would do that. And
21 then, there were some of the that would use a winch, you know, to
22 pull it up. But I always had my guys hold it to where, you know,
23 the line wouldn't fall in the water. That way, it wouldn't risk
24 getting it sucked up in my wheel, or, you know, help the guys out
25 not pulling up a wet line. Wouldn't weigh --

1 Q. Okay, (indiscernible).

2 A. -- as much.

3 Q. Would the towlines typically float?

4 A. Yeah, yeah.

5 Q. Okay.

6 A. But, I mean, once it gets wet, and there is a pause, it will
7 suck it up in the wheel, you know, if -- or when you're backing
8 up, you can maybe put it in the bow thruster of the ship or
9 something like that, you know. That's why the guys would choke
10 back on it.

11 [REDACTED] Okay. Jon, do you have any questions?

12 MR. FURUKAWA: Well, still waiting to get the information on
13 Chouest tugs, right? The line drawings and all that? So --

14 [REDACTED] I have some.

15 MR. FURUKAWA: You were going to ask him to give you like a
16 better line drawing that you took a picture of on the bulkhead?

17 [REDACTED] I got it. I have it.

18 MR. FURUKAWA: Oh, you got it from Chouest?

19 [REDACTED] Yeah.

20 MR. FURUKAWA: Okay.

21 BY MR. FURUKAWA:

22 Q. So, these tugs, besides ASDs, they also have bow thrusters?

23 A. No, I was talking about the bow thruster on the ship.

24 Q. Oh, on the ship. Okay.

25 A. Yeah, yeah. Because we're backing up --

1 Q. Yeah.

2 A. -- in front of the ship, and if the line drops, there's
3 still -- they do use the bow thrusters sometimes to help them
4 while they're running slow to pass our lineup. You know, it
5 wouldn't be good for them to suck that up. Then, we'd both be in
6 trouble.

7 Q. Okay. But you're doing like 7 knots or so, right? So --

8 A. Yeah. It varied, but they tried to keep it under 7. But,
9 yeah, most of the time, it was around 7 when we was putting the
10 lineup and transiting.

11 Q. Okay. So, I wonder how effective bow thrusters are at
12 7 knots.

13 A. Yeah. I'm not too familiar with those ships, how they
14 handle, and I just let them chase me around.

15 Q. So, you said that you also worked for Chouest in Valdez and
16 Sabine.

17 A. Yes, sir.

18 Q. Do the Chouest tugs in Valdez and Sabine, do they also have
19 that 7-knot speed limit?

20 A. Not in Sabine, because the transit is nowhere near. The
21 transit's only about a half a mile to a mile in Sabine. So,
22 usually, when a bow tug is putting his bow line up, they're only
23 doing maybe 3, 4 knots in Sabine.

24 Q. Okay. And you said, in Alaska, they don't use the bow
25 position, the number one position?

1 A. No, sir. No, sir.

2 MR. FURUKAWA: Okay. Okay. Yeah. That's all I have. Yeah.
3 All right. That's all I have.

4 [REDACTED] Sorry. I muted the wrong one. Okay.

5 BY [REDACTED]

6 Q. I think the only other questions I have is really for your
7 opinion, given your experience. Is there anything you can think
8 of that could prevent something from this happening again in the
9 future?

10 A. I mean, me personally, I would have never had him doing the
11 number one spot. Just really, you know, I don't -- like I said,
12 he was only with me maybe a week or two at the most, and that's
13 only about a five, what, four- or five-month difference. From the
14 time I was with him, he'd have never been doing the number one
15 with me (indiscernible). I'd have definitely -- he'd have been
16 doing the number four, twos, and threes. I'm a lot more cautious
17 than some other captains, because, I mean, I'm on that boat. I'm
18 not getting run over, you know. So, I think, to make -- to have
19 them do more positions away from the bow until I'm really
20 comfortable with their driving, you know, until I'll let them get
21 into the number one spot. Doing 7 knots, it's easy for something
22 to happen, and you really don't have nowhere to run.

23 Q. Okay. Would the captains talk to each other about mates in
24 training just to kind of gage where they're at? Because it sounds
25 like there's a lot of turnover with who they're shadowing.

1 A. Yeah. I used to. You know, I used to pass it onto -- you
2 know, if I had somebody that came with me for training that went
3 to another vessel. You know, we used to talk. I don't know
4 half of those guys over there now. You know, like you say,
5 there's a lot of turnover. I really, I don't know what kind of
6 attitude they've got towards each other over there. But I used to
7 pass it on and, you know, it helps. You know, you don't want to
8 see an accident like that happen, you know. You don't want to --
9 a guy that can't run a boat, you're not going to tell the guy next
10 to you, oh, yeah, he's great, you know, he can run the boat, and,
11 you know, stuff like that. No, you don't want to see that happen,
12 so I used to pass it on.

13 [REDACTED] All right. I don't think I can think of any
14 questions. Do you have any questions for us?

15 MR. GRABERT: No, not really. I mean, that handwriting's not
16 even close to mine, so if you ever see my name again, and it's
17 printed like that, it's not mine.

18 [REDACTED] Well, thank you for helping us with this
19 interview. I really appreciate it. Jon, did you have any last
20 questions?

21 MR. FURUKAWA: No, just thank you very much, Robert.

22 MR. GRABERT: Yeah, and if you all need --

23 [REDACTED] Okay.

24 MR. GRABERT: -- anything else, feel free to call me. You
25 know, I might be offshore or something, but just leave a message,

1 and I'll get back to you eventually, you know. I'll get back.

2 [REDACTED] Okay. I appreciate it, and I'm going to do a
3 closeout with this recording so I can turn it off.

4 MR. FURUKAWA: Yeah, and --

5 [REDACTED] All right, and --

6 MR. FURUKAWA: -- and, Robert, I'll email you the transcripts
7 of this interview --

8 MR. GRABERT: Okay.

9 MR. FURUKAWA: -- in about 20 days, and free to review it and
10 see if there -- you know, make any corrections if you see any
11 errors in it.

12 MR. GRABERT: Okay, okay.

13 [REDACTED] Great. So, this concludes our interview. It
14 is 10:46 on Thursday, September 1, 2022. We'll stop the
15 recording.

16 (Whereupon, at 10:46 a.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

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

ACCIDENT NO.: DCA22FM035

PLACE: via Microsoft Teams

DATE: September 1, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

A rectangular area containing a redacted signature, represented by a solid black box.

Lisa D. Sevarino
Transcriber