

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

GROUNDING OF TOWING VESSEL *

Accident No.: DCA22FM035

CC PORTLAND ON AUGUST 8, 2022 *

*

* * * * *

Interview of: JOSHUA BAKER, Master
Edison Chouest

TIMOTHY THORSEN, Mate
Edison Chouest

Aboard the *CC Portland*

Monday,
August 8, 2022

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Capt. Joshua Baker, Master CC Portland

TAKEN ON

August 8, 2022

| PAGE NUMBER | LINE NUMBER | CURRENT WORDING | CORRECTED WORDING |
|-------------|-------------|------------------------|--|
| 5 | 13 | (Indiscernible) | Add [REDACTED] |
| 5 | 23 | Engineer training Mate | Engineer / Training Mate |
| 6 | 6 | (Indiscernible) | Apprentice Steersman in 2012 |
| 6 | 13 | " | Yes, onboard in wheelhouse |
| 6 | 15 | " | Not at HELM, Mate was |
| 7 | 1 | " | CCward |
| 7 | 3 | " | our vessels stern started veering to starboard |
| 7 | 11 | " | fish tail action going |
| 7 | 14 | " | made fast |
| 7 | 16 | " | made fast |

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

Joshua Baker

Printed Name of Person providing the above information

Signature of Person providing the above information

10-24-22

Date

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|--------------|------------------|------------------------|---|
| 7 | 18 18 | red lights in the boat | (not what was said and cannot recall) |
| 7 | 25 | out | our |
| 7 | 23 | make | length |
| 8 | 2 | (Indiscernible) | ships bow |
| 8 | 11 | ships deck | crew to keep slack out of water |
| 8 | 14 | the whole times | a few times |
| 8 | 16 | (Indiscernible) | slacked / belled / fouled |
| 8 | 16 | a ground immediately | we ran aground and I immediately |
| 8 | 17 | told any were around | told them we were aground |
| 8 | 21 | (Indiscernible) | pull us into other vessels or ^{harm's} way |

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Page 7 - Lines 10 & 11 should read "It makes it harder for the ships deck crew to heave our tow line if ~~it~~ the slack gets into the water."

Page 8 - Lines 17 & 18 should read "And then I immediately hit the winches E-stop to free wheel the drum because I wasn't aware if it was made fast on the ship or not."

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|-------------|-------------|-----------------|---|
| 8 | 23 | (indiscernible) | they were |
| 8 | 25 | was on | wasnt made fast to the ship |
| 9 | 7 | (indiscernible) | vessels stern |
| 10 | 6 | " | to |
| 10 | 8 | " | and we were making |
| 10 | 11 & 12 | | lead over to our vessel slowing down |
| 10 | 13 | " | belly in the line |
| 10 | 13 | see it | we didnt see we didnt see the line |
| 10 | 14 | winch | ship |
| 10 | 15 | start | our |

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Page 9, Lines 1-3 should read. "That's when it came to us that we weren't made fast to the ship, the line was almost up to the ship's bow and one of the deckhands saw our ~~was~~ heaving line snap during the first tailing"

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|-------------|-------------|---|--|
| 10 | 16 | (Indiscernible) | pendant of 120 feet. |
| 10 | 18 | ship tail | ships/vessels wheel |
| 11 | 1 | (Indiscernible) | nothing in the starboard |
| 11 | 23 | " | drives foed-in |
| 12 | 20 | * DO NOT RECALL WHAT I SAID EXACTLY BUT THIS WASNT IT | |
| 14 | 15 | (Indiscernible) | POLE |
| 14 | 17 | " | wake |
| 14 | 19 | " | vessel |
| 14 | 21 | all pass | all fast and then we will stretch out... |
| 16 | 2 | ship | vessel |

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|-------------|-------------|-----------------------|-----------------------------|
| 16 | 2 & 3 | which as it didn't | the |
| 16 | 24 & 25 | .759 | 0.75 Ebb TIDE (Knots) |
| 17 | 6 | (Indiscernible) | with an ebb tide |
| 17 | 23 | " | was |
| 17 | 24 & 25 | to ground | aground, and I said to |
| 17 | 25 | and get the eastbound | to lessen the impact |
| 19 | 4 | (Indiscernible) | astern, inline |
| 19 | 10 | I have better | * DO NOT RECALL WHAT I SAID |
| 22 | 14 | fourth | four |
| 23 | 19 | (Indiscernible) | Tim has been |

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Page 16, Lines 2-6 should read. " They had to go around to the port side of the vessel when we got the belly in it, the belly was in the water. And that's a heavy line, so the weight of the line in the water could easily pull the line off the ships capstan or the line could get drag under the ships bulbous bow. "

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|-------------|-------------|------------------------------|---|
| 23 | 25 | (Indiscernible) | on the one |
| 24 | 20 | in | on |
| 25 | 23 | bay | basin |
| 25 | 24 | we're going 94 round the top | * This is not what I said and do not recall |
| 25 | 25 | of the top line | * omit that, this wasnt said |
| 26 | 18 | used the | used to the |
| 26 | 19 | they go to port | they blow from the north |
| 26 | 19 | we'll stop | we'll set up |
| 26 | 20 | so the winds | so with the winds |
| 27 | 2 | Joshua Thorsen | Joshua Baker & Tim Thorsen |

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|-------------|-------------|------------------|--------------------------------|
| 27 | 21 | (Indiscernible) | 19 feet |
| 27 | 21 | were | are |
| 28 | 10 | [REDACTED] | MR BAKER |
| 28 | 10 | (Indiscernible) | We didnt see the line come off |
| 28 | 13 | (Indiscernible) | when thats when |
| 28 | 14 | was were hanging | were paying |
| 29 | 3 | MB | [REDACTED] |
| 30 | 7 | (Indiscernible) | Around |
| 30 | 21 | 21 | 210 2100 |
| 30 | 23 | snack | snacks |

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|-------------|-------------|-----------------|-------------------------|
| 37 | 6 | (Indiscernible) | Pre Voyage / Navigation |
| 37 | 11 | " | on our ECDIS, just a |
| 38 | 2 | boarding | waiting |
| 40 | 17 | (Indiscernible) | assistance due to the |
| 40 | 18 | I'd | I |
| 40 | 22 | pull | deploy our anchor |
| 40 | 22 | diver | davit |
| 40 | 24 | diver was | davit wasn't |
| 41 | 22 | (Indiscernible) | on a deck vent |
| 42 | 10 | Code 85 | *not said by me |

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|-------------|-------------|--------------------------|---|
| 42 | 17 | for me to | have try and swap with Tim |
| 42 | 23 | (Indiscernible) | was in around the water |
| 43 | 7 | " | line was tight |
| 43 | 18 | " | Captain Monaco |
| 43 | 21 | little band on the radio | hand signals or hand held radio coms. |
| 43 | 25 | decker | deck crew |
| 44 | 1 | to get us | to give us the all fast sign |
| 44 | 2 | hopping the chair | hopping in the chair once we were at around |
| 44 | 20 | (Indiscernible) | job at MDDA |
| 44 | 23 | Chloe Tay | Chloe K from G&H |

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|-------------|-------------|-----------------|-------------------|
| 44 | 25 | activation | activated |
| 45 | 16 | (indiscernible) | the dredge |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

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|-------------|-------------|-----------------|---|
| 7 | 14+16 | (indiscernible) | all secure |
| 8 | 2 | (indiscernible) | bulbous |
| 10 | 13 | (indiscernible) | belly |
| 12 | 20 | (indiscernible) | we were trying to clarify that due to the fouled line the drives would not turn |
| 13 | 19 | tanker's gear | "tanker here" - indicating our position in relation to the tankers bow |
| 13 | 23 | retreat | "retrieve" |

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Page 1 of 7

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10-13-22
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|-------------|-------------|-----------------|---|
| 14 | 1 | we were side | "we were aside" |
| | | | Indicating on the sketch provided and it was not drawn to scale on item ① |
| 14 | 7 | | Indicating ② on sketch |
| 14 | 15 | (indiscernible) | "to retrieve it" |
| 14 | 19 | (indiscernible) | "tug" |
| 15 | 7+8 | | Indicating ③ on sketch |
| 15 | 14 | | Indicating ④ on sketch |
| 17 | 6 | (indiscernible) | in an ebb tide |

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|-------------|-------------|-----------------|--|
| 17 | 8 | | indicating to a picture of the tug on the wall mounted fire plan |
| 17 | 22 | | Indicating (5) on sketch |
| 17 | 23 | sphere off to | "sphere off to" |
| 18 | 16 | (indiscernible) | "hand control indicators" |
| 20 | 20 | (indiscernible) | "Owner/President" |
| 20 | 22 | C-drives | "Z-drives" |
| 21 | 1 | (indiscernible) | "the majority of that time - yes" |
| 21 | 17 | (indiscernible) | "putting up the line on" |

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page 3 of 7

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[Redacted Signature]
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10-13-22
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| 21 | 18 | (indiscernible) | "this was the second time" |
| 21 | 24 | (indiscernible) | "observations" |
| 23 | 4 | (indiscernible) | "instruction from the training master" |
| 23 | 25 | (indiscernible) | "position one" } from my |
| 24 | 1 | (indiscernible) | "my last hitch" } recollection what |
| 25 | 7 | (indiscernible) | "up to the ship" |
| 25 | 25 | of the top line | "on a faunt line" |
| 27 | 5 | time off | "tied off" |
| 27 | 18+19 | Staked out | "Faked out" - paying out extra line laid out on deck |

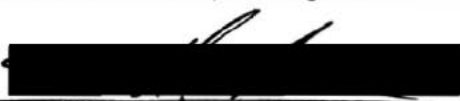
Josh Baker said

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| 27 | 24 | (indiscernible) | "water depth" - from my recollection made by [redacted] |
| 28 | 3 | (indiscernible) | "dredging" - from my recollection made by Mr Baker |
| 35 | 18 | Mine is the 3 rd | I never made this comment it must have been someone else in the room |
| 35 | 24 | (indiscernible) | " the CCL tug berth " |
| 37 | 25 | (indiscernible) | " and I practiced backing maneuvering while I was writing " |

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Page 5 of 7

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[redacted]
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|-------------|-------------|------------------|---|
| 38 | 2 | boarding on the | "waiting on the" |
| 38 | 7 | | Indicating on the photo of the track line where we met the ship |
| 40 | 22 | because my diver | "because my diver" - from my recollection by Mr. Baker. |
| 41 | 17 | (indiscernible) | "to the point the tug was not responding to the controls to come back around" |
| 42 | 2 | (indiscernible) | "leathermans" - Leathermans point on the lower Mississippi River |

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Page 6 of 7

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| 42 | 6 | into a 53 | "in a 15 degree" |
| 42 | 9 | of 390 stet (ph.) | "of the point at leathermen" |
| 42 | 22 | (indiscernible) | "had fouled our drives" |
| 44 | 1 | (indiscernible) | "all secure" |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

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Page 7 of 7

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Date

APPEARANCES:

LCDR [REDACTED], SIO
United States Coast Guard

CWO [REDACTED], IO
United States Coast Guard

I N D E X

| <u>ITEM</u> | <u>PAGE</u> |
|-------------------------------|-------------|
| Interview of Joshua Baker: | |
| By [REDACTED] | 5 |
| Interview of Timothy Thorsen: | |
| By [REDACTED] | 19 |

I N T E R V I E W

(9:39 a.m. Central)

1
2
3 [REDACTED] All right. Good morning. It is August 8th at
4 09:39 Central Time. This is the investigation involving the *CC*
5 *Portland* grounding and subsequent oil spill and property damage.
6 I have with me the captain and the mate of the vessel at the time
7 of the incident. And I have my break-in IO (indiscernible) [REDACTED]
8 [REDACTED]. So I want to go ahead and ask you to state your names
9 first.

10 MR. BAKER: Captain Joshua Baker.

11 [REDACTED] And what was your position at the time of the
12 incident?

13 MR. BAKER: Captain of the vessel.

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

16 MR. BAKER: Yes.

17 [REDACTED] I also have the mate here. So I'm going to
18 have him state his name.

19 MR. THORSEN: Timothy Thorsen.

20 [REDACTED] And what was your position at the time of the
21 incident?

22 MR. THORSEN: Mate.

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

25 MR. THORSEN: Yes.

1 [REDACTED] Okay. Great. Awesome. So we'll go ahead and
2 get started.

3 INTERVIEW OF JOSHUA BAKER

4 BY [REDACTED]

5 Q. I'm going to start with you, Captain. First, I just want to
6 get a little bit of history on you. So you said your name is
7 Joshua Baker --

8 A. Yes, ma'am.

9 Q. -- standard spelling, J-o-s, standard spelling.

10 A. Yeah. J-o-s-h-u-a, B-a-k-e-r.

11 Q. And what's your address?

12 A. My home address, [REDACTED] in Las Vegas,
13 Nevada (indiscernible).

14 Q. And do you have a good contact phone number?

15 A. [REDACTED].

16 Q. All right. And how long had you been filling as captain.

17 A. Since February 2018 (indiscernible).

18 Q. And has that been with this company (indiscernible) Edison
19 Chouest the whole time?

20 A. All 14 years.

21 Q. Fourteen years. Okay. So prior to February of 2018, what
22 was your position?

23 A. Engineer training mate.

24 Q. Okay.

25 A. And I did that for about ten years (indiscernible) eight to

1 nine years.

2 Q. Okay. Eight to nine years so --

3 A. Yeah.

4 Q. -- 2010, or what year did you start?

5 A. I started July -- or June 2008 with the company. And after
6 that got my (indiscernible).

7 Q. Were you off paper, or did you go to the school?

8 A. No academy.

9 Q. No academy --

10 (Crosstalk)

11 Q. And at the time of the incident, where were you physically on
12 the vessel?

13 A. (Indiscernible).

14 Q. You were at the helm. Okay.

15 A. (Indiscernible).

16 Q. All right. So I'm going to have you just walk me through a
17 timeline basically of what happened. And then, I'll probably ask
18 some more questions from there. Okay.

19 A. Yes. So yesterday we were doing what we call a number one
20 position bow assist on the ship *LNG Fukurokuju*.

21 Q. Yeah.

22 A. We were -- just the weather was not a factor. The ship speed
23 was not a factor. We were going (indiscernible) perfectly fine,
24 normal, day-to-day operation speed for that position. The mate,
25 as instructed, came alongside the boat's bow. And we were

1 (indiscernible) side of the ship. Everything was going smooth.
2 We got the messenger line from the ship, no issue. And as we were
3 pulling away from the ship, (indiscernible). So in doing that, I
4 had the mate check the vessel.

5 So when I check, I knew he knows what I mean, check the
6 drives to put us back in the position on either side of the ship.
7 In doing so, we got a little swerve that created some --

8 (Interruption)

9

BY [REDACTED]

10 Q. All right. Sorry about that.

11 A. No worries. So got a little (indiscernible). I did a couple
12 little fishtails. That created some belly in the line, but the
13 line was going up on the ship. At that time, we didn't know if we
14 were (indiscernible) yet from the ship, you know, with everything
15 going on, I was telling him that helped correct the vessel and all
16 this. So I don't know if the line was (indiscernible) up on the
17 ship, come to find out, it was not. So as we were correcting the
18 boat, (indiscernible) the red lights in the boat would not stay
19 straight back. And it just got (indiscernible).

20 Q. So I'm going to go back a little bit. So the messenger line
21 was received. And then, you -- they started taking up the
22 messenger line.

23 A. Yeah. So we have the messenger line about the same make as
24 theirs. So they started heaving up on that. And then, I noticed
25 out line was going up in the air. And that's normal. So when we

1 get their messenger line, we immediately pulled in front of the
2 (indiscernible) bow and stay center line from the ship. That was
3 if the line goes up, there's not snags on an anchor or anything
4 like that. That's standard.

5 Q. And you back at that time.

6 A. Um-hmm.

7 Q. Okay.

8 A. Yeah. We (indiscernible) was down.

9 Q. Okay.

10 A. And we don't go too far. It makes it harder for the deck
11 crew to pull the ship up under (indiscernible), or pull the line
12 up --

13 Q. Line up. Okay.

14 A. So in doing so, we zigzagged the whole times, a couple of
15 fishtails. And then, that created the speed loss also, that's
16 what (indiscernible) line. So then, we ran a ground immediately,
17 contacted the pilots, told any were around. And then, after they
18 did that winch, server winch emergency release to freeload the
19 drop because I wasn't aware if it was made fast on the ship or
20 not. And I didn't want the ship to pull us, yank on the line and
21 pull us. (Indiscernible) the pilot number nine Monaco was very
22 accommodating. He immediately slowed the ship down. I don't
23 remember what the speeds were but (indiscernible) dropped down.

24 And he was very accommodating. At that time, I saw the ship
25 just kept going. And I noticed our line was on (indiscernible) on

1 the ship. That's when it came to us that we had, during the
2 fishtails, the line was almost after the ship escaped from our
3 deckhand right here. He said before the line was (indiscernible)
4 on the ship, it actually -- messenger lines broke. So it dropped
5 in the water. So during our fishtails where the stern's pointing
6 back to get it to the safe channel towards the ship, we must've
7 fouled that line. And that's why our vessel (indiscernible)
8 ground to starboard. And that was -- he didn't know at the time
9 if a line was fouled because we were trying to focus on staying in
10 safe water and --

11 Q. Okay. So I did get a chance to take a look at the snapped
12 messenger line last night on the vessel. They brought it over for
13 me to take a look at it.

14 A. I have no clue how much speed because we lost our line on the
15 towline, so I have no idea, like, how far it ended up.

16 Q. Yeah. They mentioned, like, they hadn't received the towline
17 yet. They were still pulling it in when you all kind of lost
18 control and --

19 A. Yeah, that line --

20 Q. -- snapped --

21 A. -- we couldn't see what was going on, trying to coach him --
22 (Crosstalk)

23 MR. THORSEN: -- to the line going up that it was, like, I
24 didn't see once it gets (indiscernible), I can't see anymore.

25 BY [REDACTED]

1 Q. Okay. So when you started to -- when you brought the vessel
2 in for the bulbous bow and you were starting to hold, and they
3 were going to start bringing up the line, what happened? Is the
4 fishtailing normal, or is that, like --

5 A. Yeah. As we were coming in front of the bulbous bow, the
6 boat just kept going (indiscernible) starboard a little bit. This
7 style vessel, we have to drive a certain way, and we were. It
8 just went to starboard (indiscernible) corrections. There was
9 just an overcorrection.

10 Q. It was an overcorrection.

11 A. Um-hmm. And then, those overcorrections lead to the vessel
12 slowing our vessel slowing down. And that's what created the
13 (indiscernible), see it, didn't see the line. For all I knew, I
14 couldn't tell if it was hanging off the winch or not. But come to
15 find out, it didn't go anywhere. It was just start working
16 (indiscernible) of 20 feet. So it just basically just sucked up
17 our 120-foot towline (indiscernible). There was nothing else in
18 the ship tail.

19 Q. Is it still in there?

20 A. They got it out.

21 Q. Oh, they did.

22 A. Last night, divers got it out.

23 Q. The divers got it out. Wish where they got some picture of
24 it down there --

25 A. So that was on the port drive that we found the

1 (indiscernible) starboard. And then last night, once we got the
2 line out of the wheel, we tested the steering and propulsion
3 (indiscernible).

4 Q. So the port side didn't lose propulsion.

5 A. No, we did. The line (indiscernible) we didn't know that
6 until after the grounding because that engine had died. So we got
7 the (indiscernible) drive as well.

8 Q. Okay. So then, after the line snapped, how did the vessel
9 react with the LNG tanker there? Did you just kind of drift, or
10 what happened?

11 A. Well, we didn't know that it had snapped. And we were around
12 before we realized that the line was not even on the ship.

13 Q. Oh, okay. So it was very quick that it (indiscernible).

14 A. Yeah, yeah, it didn't take long.

15 Q. You know, the approximate time that this happened?

16 A. We ran around at 16:25. So we were probably a few minutes
17 into that number one evolution --

18 MR. THORSEN: 16:15 is what I estimated when we sent the
19 messenger up.

20 [REDACTED] Okay. How do you normally correct for when
21 you start to go to starboard like that?

22 MR. BAKER: Yeah. So if we're going to -- so I got my drive
23 (indiscernible). If I start to go into the starboard, I use my
24 starboard drive, which I call it check it, put some more angle on
25 it and then, check it.

1 [REDACTED] So how much angle did you put on it?

2 MR. THORSEN: Ten degrees, 15 degrees max --

3 MR. BAKER: Yeah, yeah.

4 MR. THORSEN: -- if that. I mean, initially, you got to see
5 what it --

6 MR. BAKER: I was watching your hands more than anything. I
7 was coaching you by watching your hands.

8 MR. THORSEN: Yeah. It depends on -- you watch how it's
9 responding. You know, you start off five degrees then ten
10 degrees. I don't think I went beyond 15 degrees, you know, to
11 correct it. And it's already coming over.

12 [REDACTED] Is that pretty common? I mean, you have to
13 put 15 on to correct?

14 MR. THORSEN: No, after being noticed that we were not
15 getting correction, it was not coming in line is when I started
16 giving it more, you know, correction. And that's apparently --

17 UNIDENTIFIED SPEAKER: Probably because (indiscernible)
18 because the --

19 MR. THORSEN: We fouled up the line, yeah.

20 MR. BAKER: Do you suppose on one engine (indiscernible) to
21 the one side. So that's what we're thinking now that we're --

22 BY [REDACTED]

23 Q. Were there any alarms that went off prior to the line getting
24 fouled that you know of?

25 A. No.

1 Q. Okay, like any, like low fuel or low oils, drive or anything.

2 A. No. Well, we may have forgotten (indiscernible). Yeah, once
3 we were ground, we got oil --

4 Q. After you were ground. Okay --

5 A. On the foot sill (ph.). Yeah, usually in these boats, you're
6 really responsive to when you check it and then, bring it back to
7 where we had it and then, you know, smooth sailing. But we got
8 making corrections and corrections but when we did get correction,
9 it was going too far, you know, one way or the other, but probably
10 because the line was in the water. We don't know.

11 MR. THORSEN: Yeah. The initial, when we were trying to
12 stabilize it, yeah, we're making less than five-degree
13 corrections, you know, to bring it back and forth and just, you're
14 kind of coming back and forth like this a little bit. But it
15 wasn't until we got, you know, to the side of the ship, and we
16 started to --

17 [REDACTED] Is this your bow? The bow of the tanker --

18 MR. THORSEN: Yeah, the bow, yeah, once we got, you know, the
19 tanker's gear, we started off.

20 [REDACTED] I actually have (indiscernible) draw, that
21 helps.

22 MR. THORSEN: Yeah, you got the bulbous bow here. You know,
23 we started off about in this position here, you know, to retreat
24 the messenger. I can look --

25 (Crosstalk)

1 MR. THORSEN: Yeah, when we were side, the bulbous was
2 hanging out. This is about the scale obviously. And, you know,
3 they dropped the messenger down like this. They dropped the
4 bulbous, you know, the line down from the bulbous bow and we
5 retrieved it on our bow. Then we started to --

6 [REDACTED] Back.

7 MR. THORSEN: -- back into this position, you know, where our
8 bow is right off their bulbous bow.

9 [REDACTED] What's the distance typically between you all
10 and the bulbous bow?

11 MR. THORSEN: The initial come in about, yeah --

12 [REDACTED] Oh, it's really close.

13 MR. THORSEN: Yeah.

14 MR. BAKER: Yes, it's close quarters because the ships have
15 to throw that line down, and we have a spike (indiscernible). So
16 we can't get too, too close because of the suction. The suction
17 will pull us in there. The bow (indiscernible). Every ship is
18 different depending on that design, that bulbous bow. So we just
19 keep that buffer, and we pull the (indiscernible) in front of the
20 ship and just hang out in front of that bulbous until the lines
21 all pass and then, they'll stretch out in a tight line.

22 MR. THORSEN: So the drive position is, you know, to kind of
23 give you an indication here, were slightly flared out, you know,
24 going in reverse. And the drives are going like that. When we
25 start coming inline, you know, both of the drives kind of come a

1 little bit -- so this one's a little bit more straight forward.
2 And this one's a little bit more to the side. Make sense?

3 [REDACTED] Yeah, because you're bringing it over and to
4 the front of the bow.

5 MR. THORSEN: Right. What happened is, we got too far to
6 this side of the bulbous. So now, we're -- that's too much of an
7 angle there. But we're relatively like this, okay. So we start
8 to make the correction to come back this way. So now, this drive
9 is basically straight forward. And this drive's, you know, more
10 in that direction. So that's trying to bring us back inline,
11 okay. And then, as we started to come back toward the inline,
12 that's when the captain was saying, we're losing speed. So now,
13 we're starting to get in, you know, more into this position here
14 as we're starting to come back inline.

15 [REDACTED] Oh, I see what you're saying. So if the line
16 was just kind of -- they were (indiscernible).

17 MR. THORSEN: Right.

18 [REDACTED] The panel truck (ph.) --

19 MR. THORSEN: Was out of line, starting to get like this. So
20 when I started to throttle up to the speed --

21 [REDACTED] This is really helpful.

22 MR. THORSEN: I started to throttle up at this point, you
23 know, with the drives bringing us back into this position.

24 [REDACTED] Okay. We don't know when the line snapped, or
25 you're not sure when the line snapped.

1 MR. THORSEN: I don't know for sure. This is what --

2 MR. BAKER: They had to go around the port side of the ship
3 when we got the belly in it, which as it didn't, at that time, the
4 belly was in the water. And that's a heavy line. So that weight
5 would easily caught that off the capstans or the line being
6 drugged in --

7 MR. THORSEN: That's what you were saying is, when we were
8 got to the side of bulbous on our port side, their starboard side,
9 right. Yeah, yeah, our port --

10 MR. BAKER: Their port --

11 MR. THORSEN: Oh, yeah. We're port side --

12 MR. BAKER: We were on their port --

13 MR. THORSEN: Yeah, yeah. We're port four. Curious here,
14 like, what caused the swinging too far over to the port side, just
15 tow correction. I mean, I just corrected too far to get, you
16 know, as it started coming around.

17 MR. BAKER: So what --

18 MR. THORSEN: Well, this one was left in this position too
19 long basically.

20 MR. BAKER: So, I mean, it wasn't a correction per say as
21 that it was, you were --

22 MR. THORSEN: Over, overcompensating to bring it around, I
23 guess. I mean, it just --

24 MR. BAKER: Then we had about, probably at that time, .759,
25 at the time, which doesn't help.

1 MR. THORSEN: Yeah. Once the ship starts to turn, our keel,
2 you know, I collect the rutter, you know, and that's what happens.
3 That tide's going out. And it hits that keel. And that starts
4 pushing us off.

5 MR. BAKER: It's a little trickier to do this position
6 (indiscernible).

7 MR. THORSEN: Yeah, you can see right there on the picture,
8 you know, the skag on the bottom of the --

9 [REDACTED] Big rutter.

10 MR. THORSEN: It's a big rutter.

11 MR. BAKER: It's long --

12 MR. THORSEN: And that's what happened is that, you know, as
13 we're turning in that position to come inline, you know, and that
14 tide, you know, it hits that skag and then it just, he's going
15 off. And that's what, like I said, caused me to have to
16 overcompensate to try to bring it back around. So that's what I'm
17 doing here, trying to bring it back around. And then, we're
18 losing speed -- sorry. You know, we're bringing the stern back
19 around now. And we're losing speed until we started getting more
20 toward the side of the bulbous. That's when I noticed that, you
21 know, I could not correct because what happened at this point, the
22 fifth evolution here -- it's the bulbous.

23 My stern started to sphere off to the starboard. So now, the
24 boat is going in this direction. And I was trying to compensate
25 to bring it back. And I wasn't getting a response. I mean, and

1 that's what I was saying, I started going five --

2 [REDACTED] And that's when you (indiscernible) the drive
3 was already fouled at that point.

4 MR. THORSEN: It had to have been -- I was trying to throttle
5 up, you know, to get more --

6 MR. BAKER: It's going in this direction.

7 MR. THORSEN: -- you know, when I was trying to turn --

8 MR. BAKER: She wouldn't go to port.

9 MR. THORSEN: Yeah, she wouldn't not come back to port.

10 [REDACTED] Did you feel as though the vessel was
11 responding normally at this --

12 MR. THORSEN: Oh, yeah --

13 [REDACTED] When you initially started -- okay.

14 MR. THORSEN: Yeah. It was until we got to here, you know,
15 and the stern started to veer off in that direction. You know, I
16 thought that maybe my position (indiscernible) were in the wrong
17 place, you know, as I started to come inline here and that I'd
18 overcompensated to get inline that, I mean, I just, I could not
19 get it to come back --

20 MR. BAKER: Only if we wouldn't have fouled that line, we
21 would've been able to pull out --

22 MR. THORSEN: Oh, yeah, but we didn't know the line --

23 MR. BAKER: -- we just knew the vessel (indiscernible) going
24 to starboard, and I saw we were going to ground, and I said, we'll
25 just slow it down and get the eastbound --

- 1 So are you typically in control of the vessel, or are you training
2 to be a master or --
- 3 A. No, I'm already a master. (Indiscernible) towing.
- 4 Q. And where did you work prior to Edison Chouest?
- 5 A. Just prior to Edison Chouest, with American Cruise Lines.
- 6 Q. Oh, okay. And what was your job with them?
- 7 A. I was a mate captain.
- 8 Q. How long were you a mate captain for them?
- 9 A. Three years.
- 10 Q. And before that?
- 11 A. Twenty-seven years with Viking Diving.
- 12 Q. What was your role with them?
- 13 A. I was a captain dive safety officer chief diver.
- 14 Q. Were they towing vessels, or were they --
- 15 A. It was a search, recovery, salvage, retired U.S. Coast
16 Guard --
- 17 Q. Cool --
- 18 (Crosstalk)
- 19 Q. How nice.
- 20 A. (Indiscernible) of the company.
- 21 Q. Okay. Great. And so, what's your experience with C-drives?
- 22 A. C-drive experience, I started when I started with American
23 Cruise Lines.
- 24 Q. And did you operate with C-drives that entire three years
25 that you were with them?

- 1 A. (Indiscernible).
- 2 Q. So you got hired on the Edison Chouest in February.
- 3 A. Right.
- 4 Q. And what's your rotation like with Edison Chouest?
- 5 A. 28/28.
- 6 Q. Do they have, what you would call, a break-in period or,
7 like, a training period --
- 8 (Crosstalk)
- 9 Q. That's what you're in right now. How long is that timeframe?
- 10 A. It's not necessarily a timeframe. It's a number of ship
11 assists in the different positions.
- 12 Q. So how many times have you done this configuration?
- 13 A. This one, doing the complete job is -- like on the inbound.
14 would be take the second complete inbound doing everything.
- 15 Q. This is your second one.
- 16 A. Yeah. It's with the doing the different evolutions of the
17 inbound, it's probably a ten. (Indiscernible) the outbound
18 obviously (indiscernible).
- 19 Q. How many outbounds have you done?
- 20 A. Probably (indiscernible).
- 21 Q. And what is their requirement for you to be fully qualified
22 (indiscernible)?
- 23 A. Started as doing position two. Well, you start actually
24 doing observation. You do about 20 -- (indiscernible) --
- 25 UNIDENTIFIED SPEAKER: That's the only one that I've seen

1 that's like that.

2 MR. THORSEN: (Indiscernible) --

3 [REDACTED] Oh, yeah. I'll print a copy of that --

4 MR. THORSEN: --(indiscernible) --

5 [REDACTED] -- of the training program --

6 MR. THORSEN: -- yes, and you do about 20, maybe 20 or 25,
7 you know, observations -- I'm sorry -- you know, before you
8 actually start, you know, driving the boat. Then they sign you
9 off on the position two and position three first, which is doing
10 the side assist, you know, on the vessel.

11 UNIDENTIFIED SPEAKER: (Indiscernible).

12 MR. THORSEN: Yeah. Then we do position four and, I think,
13 (indiscernible) to do position --

14 MR. BAKER: Well, on the fourth --

15 MR. THORSEN: On any of them. You do, like, eight
16 different --

17 MR. BAKER: Yeah -- position on that (indiscernible) --

18 MR. THORSEN: You know, partially. And then, you do at least
19 three, four jobs, you know, in each position --

20 MR. BAKER: Three full in and three full out.

21 MR. THORSEN: Yeah, three full in, three full out on twos,
22 threes, and fours. You know, then four, you know, is started at
23 the ship where you (indiscernible) line up.

24 [REDACTED] And after you have control --

25 MR. THORSEN: You do a hundred percent of control, yeah, in

1 doing the last before they sign you off. And I've been signed off
2 on all the positions except for the one. This is the last of all
3 the training. The final three have to be without ending in
4 corrections or structural (indiscernible). I've already
5 (indiscernible) --

6 BY [REDACTED]

7 Q. So this is your (indiscernible) setting in place. So he is
8 still providing you guidance during the evolution. Did you feel
9 that you could understand him --

10 A. Oh, yes --

11 Q. -- during the evolution. Okay.

12 A. -- because we had already done it, you know, a few times
13 before so --

14 Q. Okay. Did you feel flustered at all or --

15 A. No.

16 Q. No.

17 A. No, felt pretty comfortable, you know, all up until we
18 couldn't get the thing to come back inline --

19 MR. BAKER: (Indiscernible) one of my best mates training --

20 [REDACTED] Oh, awesome.

21 MR. BAKER: Yeah. So position one, based on the training,
22 would be the most technically difficult I would guess --

23 MR. THORSEN: Yeah, pretty much.

24 MR. BAKER: -- and we were ready to be there. We were ready
25 to start training (indiscernible) more. Like he was saying

1 before, before I got off (indiscernible), we were doing -- we
2 started out with some outbound, then we did some inbound, full
3 inbounds --

4 [REDACTED] When did you come back on --

5 MR. THORSEN: Monday of last week --

6 [REDACTED] Monday --

7 MR. THORSEN: -- can do it (indiscernible) --

8 MR. BAKER: Yeah, it was Monday --

9 MR. THORSEN: Yeah, because he came on Wednesday
10 (indiscernible) Monday, yeah, yeah.

11 BY [REDACTED]

12 Q. How many ones have you done since you've been back?

13 A. This is the first one since I've been back --

14 Q. This is the first one.

15 A. Yeah.

16 Q. Okay. So I'm going to go --

17 A. (Indiscernible) --

18 [REDACTED] Yeah.

19 MR. BAKER: Yeah, I was thinking about it. So I don't know
20 if we explained fully, like, what position one, if in a normal
21 day, what would the evolution of position one look like from
22 beginning to end.

23 MR. THORSEN: The incoming ship there between doing 25, 26,
24 towards the ship canal. And then, we're standing by just waiting
25 on the ship coming in. Once he starts to approach us, you know,

1 we start backing away. And then, we get in position on the
2 leeward side, usually it's on their starboard side because the
3 winds (indiscernible) so we come in position there, send up --
4 retrieve their messenger line and then, send out our tow line with
5 our messenger line. We're as close there, ten to fifteen feet,
6 like I said, to the bulbous of the ship. We hold it there until
7 the line's coming (indiscernible). Then we'll, you know, pull the
8 line like Captain was describing there. And then, we'll pull that
9 position and then, stretch out once the line is secured. They
10 give us an all-secure and then, you know, they want to stretch
11 out. And we'll just follow the ship in --

12 UNIDENTIFIED SPEAKER: Yeah --

13 MR. THORSEN: -- follow the ship in. I guess we're leading
14 them. But, I mean, we'll be just taught on the line until they
15 need assist, yeah.

16 UNIDENTIFIED SPEAKER: We try to make fast before our port
17 cut (indiscernible), before the big turn at the junction before
18 going --

19 MR. THORSEN: Take the channel --

20 UNIDENTIFIED SPEAKER: And then, two stay in line.

21 UNIDENTIFIED SPEAKER: You stay in until what point, like --

22 MR. THORSEN: We had to turn the ship at the terminal.

23 MR. BAKER: Yeah, until we get to the turning bay section
24 there. And then, we're going 94 round that up. We stay in line
25 for the most part of the top line depending on the pilots.

1 Sometimes we'll have to give them a couple of degrees before we
2 start (indiscernible) ships rutter --

3 [REDACTED] What was the wind? You mentioned the wind a
4 couple times --

5 MR. BAKER: 20 to 30 south, southeast. And it stayed like
6 that all day.

7 MR. THORSEN: It was steady 20. I mean, --

8 MR. BAKER: Yeah, steady 20 --

9 MR. THORSEN: Yeah.

10 [REDACTED] What is the favorable condition, wind
11 favorable condition?

12 MR. BAKER: So the wind, and like I said, at that time, was
13 nothing abnormal --

14 [REDACTED] It was just --

15 MR. BAKER: -- every day average (indiscernible) number. The
16 weather, to me, was not a factor.

17 [REDACTED] Okay.

18 MR. BAKER: You know, it's just, we're used the winds, the
19 south winds. And then, in the winter they go to port, we'll stop
20 on the port side of the ship. So the winds, the ships have the
21 weight on the end of their messenger line, so it makes that
22 easier. This is stuff we've come up with throughout the years of
23 being --

24 (Crosstalk)

25 MR. BAKER: You're right. They could just literally just

1 toss it a little bit of a weight on --

2 INTERVIEW OF JOSHUA THORSEN

3 BY [REDACTED]

4 Q. How do they make up the messenger line to the tow line?

5 A. So based on our messenger, we have messenger time off --

6 Q. You do messenger, messenger --

7 A. Um-hmm --

8 Q. Okay.

9 A. -- that way we're trying to create (indiscernible) there's
10 less stress on them while we're maneuvering the boat. So we just
11 stay in position until our heavy tow line starts going up. Once
12 we're all fast, then we'll pull away from that bulbous to the top
13 line -- tow (indiscernible) so they have plenty of slack. I put
14 out ample slack on the deck just in case for these reasons right
15 here, you know, in case we're moving around a little bit, we're
16 not yanking it out of their hands so --

17 [REDACTED] Do you know what the --

18 MR. THORSEN: Staked out on the bow, you know, our tow line
19 is staked out on the bow.

20 [REDACTED] Okay. What were you all drafting?

21 MR. BAKER: About (indiscernible), when we were fully topped
22 off, we were about close to 19 with a few more -- we were probably
23 at about 18 (indiscernible).

24 [REDACTED] And do you know what your (indiscernible) was
25 at that point?

1 MR. BAKER: In that channel, usually about 30 something --

2 MR. THORSEN: Yeah --

3 MR. BAKER: -- and then, they've been (indiscernible) again
4 in that area.

5 [REDACTED] Yeah. All right. So once that line --
6 (Crosstalk)

7 [REDACTED] -- you grounded before you realized the line
8 hadn't snapped.

9 MR. BAKER: Fouled (indiscernible).

10 [REDACTED] Okay. (Indiscernible) go off the ship, that's
11 why I hit the emergency stop on the freewheel on the drop. And I
12 was like, well, I rather it take all my winch line than yank us,
13 you know. So that (indiscernible) I saw the ship kept going, and
14 I saw on the deck that we were hanging out any line. Then we
15 could see it go down. And the deckhand said, yeah, we saw it drop
16 down. And that's when it hit us, like, oh, (indiscernible).

17 [REDACTED] All right. I'm going to go through, and I'm
18 going to do the 96 (indiscernible) for you all. So I can start on
19 Captain -- this is the *CC Portland*.

20 MR. BAKER: Yeah, we had some smooth days with
21 (indiscernible) easy days before this happen, so the rest was not
22 an issue with us.

23 [REDACTED] Oh, good. You guys were well-rested.

24 MR. BAKER: Oh, yeah. We've had a pretty laid-back week for
25 once over there.

1 [REDACTED] You've an email here --

2 MR. BAKER: For the boat, you can do

3 MB.CC.Portland-Chouest.com.

4 [REDACTED] All right. So we have this incident occurred
5 at approximately 8/7, 1625. All right. So we're going to say
6 that was at 1625, and you were on watch at that time. Okay. So
7 what time did you all initially start the collision?

8 (Crosstalk)

9 [REDACTED] -- same time.

10 MR. BAKER: We left Cheniere at 1445.

11 [REDACTED] 1445 you said.

12 MR. BAKER: Departed the dock at the Cheniere terminal.

13 [REDACTED] I'm going to get a copy of that too. Do you
14 have a copy onboard?

15 UNIDENTIFIED SPEAKER: Yeah --

16 [REDACTED] Okay. So leading up to that, what were you
17 all doing?

18 MR. BAKER: Just paperwork. I get up in the mornings and do
19 my paperwork. The deck crew was cleaning up a little bit
20 (indiscernible).

21 [REDACTED] Okay. So --

22 MR. THORSEN: We were on the same --

23 (Crosstalk)

24 MR. BAKER: -- outbound, take it easy on Sundays. We were
25 just standing by. We were on standby for an outbound. That was

1 about at 12:30 just in case we were needed for the fourth tug. So
2 sometimes on the outbounds, it's only three tugs. We weren't
3 needed. So we just hung out until 1400 when we fired up for the
4 inbound.

5 [REDACTED] And were you doing the same, just hanging out?
6 All right. What time did you all wake up?

7 MR. BAKER: (Indiscernible) 7:30, the deck crew was soon
8 after that.

9 [REDACTED] What time did you all go to bed Saturday
10 night?

11 MR. BAKER: I usually (indiscernible) earlier, around 21. I
12 don't know the exact time that night.

13 [REDACTED] And how about you?

14 MR. THORSEN: Yeah, I think the same thing, about 21, 2130 I
15 think I went down. I think I got up a little bit earlier, 0630.
16 I came up and got something to eat.

17 [REDACTED] Did you have breakfast that morning as well?

18 MR. BAKER: (Indiscernible).

19 [REDACTED] And then, did you all --

20 MR. BAKER: We both had the same thing.

21 [REDACTED] -- did you all have lunch that day as well,
22 Sunday?

23 MR. BAKER: Well, we had some snack on the way out.

24 MR. THORSEN: Yeah, I remember I had a sandwich, you know,
25 before we came up to the bridge.

1 [REDACTED] So on Saturday, what was your day like? Were
2 you on watch all day?

3 MR. BAKER: On Saturday we had a job that morning, early
4 morning --

5 [REDACTED] What time?

6 MR. BAKER: -- from 0200 when we did our (indiscernible)
7 checklist when we go up to the bridge to test everything.

8 [REDACTED] This was on Saturday morning --

9 MR. BAKER: Um-hmm --

10 [REDACTED] -- right.

11 MR. BAKER: And then, we were already down here, so we left
12 here at 0220, departed (indiscernible) at 0600.

13 [REDACTED] And then, what did you all do after you
14 secured?

15 MR. BAKER: I think we all just got cleaned up. And we
16 watched a movie.

17 [REDACTED] So just some recreation onboard.

18 MR. BAKER: Right --

19 (Crosstalk)

20 [REDACTED] Oh, nice --

21 MR. BAKER: -- yeah, we just (indiscernible) weekend.

22 [REDACTED] So Saturday was just like a rest day after you
23 all finished that job. There was no other job on Saturday.

24 MR. BAKER: (Indiscernible). I have no idea who this is.

25 [REDACTED] All right. And then, before that 200 job on

1 Saturday, were you all sleeping?

2 MR. BAKER: Let's see. Yeah, we had laid down because on the
3 Friday, we immediately went to bed after we got secure at 1841.
4 We immediately went to bed.

5 [REDACTED] Okay. So sleep around 1900, same for you.

6 MR. THORSEN: (Indiscernible).

7 [REDACTED] Okay. So you said there was a job Friday.
8 What time was that?

9 MR. BAKER: We departed the dock at 0850 (indiscernible).
10 And then, we had, like, two jobs that day, and then we came back.
11 So basically, we had two jobs from 0850 to 1445, and then, we tied
12 up at the dock for --

13 (Crosstalk)

14 MR. BAKER: About 1530, we (indiscernible) departed the dock
15 again for an outbound until 1841.

16 [REDACTED] Okay. So you all pretty much worked all day
17 Friday.

18 MR. BAKER: Yeah --

19 [REDACTED] What time did you wake up that morning
20 (indiscernible)?

21 MR. BAKER: Probably about the same time (indiscernible),
22 about an hour and a half before all this stuff goes down so
23 around --

24 [REDACTED] And do you remember what time you woke up on
25 Friday?

1 MR. THORSEN: I usually get up about the same time every day,
2 yeah.

3 [REDACTED] All right. And did you all have breakfast,
4 lunch, dinner on Friday?

5 MR. BAKER: Yeah, we had all the above I believe.

6 [REDACTED] Okay.

7 MR. BAKER: We don't miss any --

8 UNIDENTIFIED SPEAKER: You can tell.

9 MR. BAKER: We don't miss any meals here. Yeah, we weren't
10 tired or anything or lack of rest or anything like that. We
11 (indiscernible).

12 [REDACTED] All right. So then, we have Thursday. Did
13 you have any jobs on Thursday?

14 MR. BAKER: We did from 0950 when we left the dock until 1540
15 when we got off at (indiscernible). And then, did the same thing,
16 probably deckhands probably cleaned up in the galley a little bit
17 after that. And then, we just --

18 [REDACTED] So rest --

19 MR. BAKER: Um-hmm. Oh, yeah --

20 [REDACTED] And then that morning, what time did you all
21 wake up, at 7:00?

22 MR. BAKER: Probably about the same thing but sometimes I'll
23 let the deckhands sleep in a little longer when it's longer days.
24 I've got, you know, (indiscernible), but usually about the same
25 time --

1 (Crosstalk)

2 [REDACTED] I'm sorry. And then, what time did you all go
3 to bed Thursday night?

4 MR. BAKER: I think that was around 2130ish to
5 (indiscernible).

6 [REDACTED] Your same schedule for Thursday at around --

7 UNIDENTIFIED SPEAKER: (Indiscernible).

8 [REDACTED] All right. And I have one more day,
9 Wednesday. Sorry, Wednesday.

10 MR. BAKER: Wednesday I got onboard at (indiscernible). The
11 previous captain and --

12 [REDACTED] Oh, you did a changeover.

13 MR. BAKER: Yeah. I'd just got back in town this Wednesday,
14 so I didn't get onboard until about noon. They had worked that
15 morning, but it wasn't me. It was the other half onboard.

16 BY [REDACTED]

17 Q. Well then for you, you got onboard Wednesday. Did you have
18 any jobs Wednesday (indiscernible)?

19 A. I did not.

20 Q. You didn't. Okay. So you just rest and then --

21 A. Yeah, I just rested until about Thursday morning. I had no
22 issue there.

23 Q. What time did you go to bed Wednesday night?

24 A. That'd be around 10ish, between 9:30 and 10ish.

25 Q. All right. So (indiscernible), what was your flight

1 Wednesday?

2 A. Well, I flew in actually the night before. I come in the
3 night before, so I could get some good rest Tuesday night instead
4 of coming in Wednesday.

5 Q. So you went to bed normal time Tuesday night?

6 A. Um-hmm.

7 Q. And then, what time did you get up about?

8 A. Probably about 8:00, slept in at the hotel -- weren't going
9 to rush when we get in. We had no ships aboard, no jobs.

10 [REDACTED] Okay. And then for you on Wednesday?

11 MR. THORSEN: We did have a job Tuesday night. I don't
12 remember (indiscernible).

13 [REDACTED] Okay. (Indiscernible) Wednesday, Thursday,
14 Friday, Saturday, and Sunday, so you were only onboard, like, five
15 days.

16 Oh, I forgot to get your birthday.

17 MR. BAKER: [REDACTED] (indiscernible).

18 MR. THORSEN: Mine is the [REDACTED].

19 [REDACTED] Tuesday night into Wednesday.

20 MR. BAKER: Tuesday was -- yeah, the 2nd --

21 MR. THORSEN: The 2nd.

22 MR. BAKER: -- Wednesday --

23 MR. THORSEN: -- so Tuesday night -- oh, yeah, that was the
24 night that we drove all the way back to (indiscernible). Okay.

25 Yeah, so we arrived in 0120 on Wednesday morning at Cheniere.

1 [REDACTED] Okay. So you all were working before that.

2 MR. THORSEN: Yeah.

3 INTERVIEW OF TIMOTHY THORSEN

4 BY [REDACTED]

5 Q. All right. And then, what time did you get off?

6 A. We arrived at Cheniere at 0120, so probably, we went to be
7 right after that so --

8 Q. Okay. And then, you went to bed.

9 A. Yeah.

10 Q. And then, what time do you think woke up that morning?

11 A. That would've been -- yeah, we had a ship to (indiscernible),
12 so, I mean, it was probably --

13 Q. (Indiscernible).

14 A. -- yeah, 9:00.

15 Q. And then, you all just were onboard, recreation onboard.

16 A. Yeah.

17 Q. And then, what time do you think you went to bed that night
18 around?

19 A. I think I actually went to bed early that night because, you
20 know, we were up until late the night before. So I was probably
21 in bed by 8:00. Yeah, 2000.

22 Q. Awesome. All right. Oh, I just need your birthday as well.

23 A. [REDACTED].

24 Q. [REDACTED].

25 A. Really.

1 Q. Um-hmm. [REDACTED].

2 A. Yeah, I started --

3 Q. 1790 though.

4 A. That's my real birthday sometimes (indiscernible).

5 [REDACTED] So just a couple things I want to get from you
6 all. I'm curious, with resistance onboard, is there any sort of
7 recordings of the -- do you all have megaphones up there where
8 they --

9 MR. BAKER: No voice recorders --

10 [REDACTED] -- no voice recording --

11 MR. BAKER: -- no video (indiscernible) 12-hour track line on
12 that --

13 [REDACTED] Do you still have that?

14 MR. BAKER: It dissipated. I think we have a picture of --

15 MR. THORSEN: I took a picture of it, yeah --

16 [REDACTED] -- picture, if I can get a picture of that,
17 that would be fantastic.

18 MR. THORSEN: Just the final part of it. I mean, I don't
19 have the entire thing.

20 MR. BAKER: Yeah.

21 MR. THORSEN: I just took a picture of the --

22 (Crosstalk)

23 [REDACTED] -- pilots.

24 MR. THORSEN: -- you know, from the time we arrived on
25 station. Actually, I just taxied out (indiscernible) drive back

1 and forth coming in, you know. That's why this is kind of zigzag
2 right here as well. We were boarding on the ship --

3 MR. BAKER: Back up a little bit --

4 [REDACTED] A little practice.

5 MR. THORSEN: Go for a little bit. And you're just kind of
6 station keeping there on this side of the channel but going four
7 to five degrees. And then, you see about right, this would be
8 (indiscernible). It's when the ship arrived. And, you know, we
9 got into position. We were following there on the starboard side
10 of the bow bulbous. And you see, we didn't get far off track with
11 the ship. This is where I got to the port side of the bulbous. I
12 started bringing it back in line, and then we veered off and went
13 all the way down.

14 BY [REDACTED]

15 Q. Is this the south side of the channel, the north side?

16 A. This is the green side.

17 Q. The green side.

18 A. Yeah.

19 Q. Okay. So did you end up going down the starboard side of the
20 ship or the port side of the ship?

21 A. Port side.

22 Q. Okay. This --

23 A. Yeah. You see, we were on --

24 Q. (Indiscernible).

25 A. Yeah. See the ships coming this way --

1 Q. Oh, yeah, yeah, yeah. Okay. I see now.

2 A. -- and we're backwards --

3 Q. Yeah, I got you.

4 A. -- going this way. So this is when we sent the line up,
5 here, our messenger line up here, we're steady, steady, steady,
6 steady staying over on the side. This is when we started coming
7 across. You see, it's not a huge variations that we made.

8 Q. I see it. Okay.

9 A. You know, when we got a little bit too far on the port side,
10 I started bringing it back in line.

11 Q. And this is where it kind of, like, got swirly --

12 A. And then, this when all of a sudden it just went to -- then
13 it started going. You know, I started to try to correct. But I
14 think it actually got into both drives, you know, eventually
15 because you can see. I mean, I started pushing as hard as I
16 could. That was hardly enough. And it looked like it was
17 starting to come back in line, and it just veered off and, you
18 know --

19 Q. What was the impact when you all grounded, pretty --

20 A. It's not real dramatic as far as -- not a lot of surge
21 because we had already pulled our throttles and was losing speed.
22 I looked down, I remember at one point, I think when Captain said,
23 you know, don't go over now. You know, and I looked at our vessel
24 speed was at about, I think, 5.1 knots at that point. So we had
25 already lost a lot a lot of speed for the ship (indiscernible).

1 And when we went aground, I wasn't looking at the speed at that
2 point. But we didn't hit hard. I mean, the ship didn't surge.
3 But when we hit the ground, you could tell we hit the ground. We
4 heard a pop.

5 Q. You heard a pop.

6 A. Yeah. So, I mean, we knew that something had popped,
7 (indiscernible) down there. You know, we didn't know what. You
8 know, we thought maybe it could be --

9 MR. BAKER: We even saw a little.

10 [REDACTED] You did.

11 MR. THORSEN: Yeah.

12 MR. BAKER: We called the Coast Guard right then and there.

13 MR. THORSEN: Immediately --

14 [REDACTED] So you're onboard on top of the
15 (indiscernible).

16 MR. BAKER: I immediately called the Coast Guard for one -- I
17 requested some (indiscernible) the ship traffic because I knew
18 were aground. But I'd also know these ships' suction and just in
19 case we get pulled into more traffic and all that so --

20 [REDACTED] Yeah, because you didn't have any favorability
21 at that point --

22 MR. BAKER: We couldn't even pull an anchor because my diver
23 was down. And, you know, I could've ran my winch line, but my
24 diver was working (indiscernible) obviously, but --

25 MR. THORSEN: Do you want me to --

1 MR. BAKER: -- I was out of the --

2 [REDACTED] Yeah, I can give you my cell phone number --

3 MR. BAKER: -- unfortunately, the wind carried --

4 [REDACTED] So what was your comfort level at the
5 beginning of --

6 (Crosstalk)

7 MR. THORSEN: I was fine. I've done it. So, I mean --

8 MR. BAKER: -- wasn't correct. It had been sucked up --

9 MR. THORSEN: Yeah, you always had an apprehension when you
10 see the bow --

11 [REDACTED] Yeah, a little intimidating, yeah --

12 MR. THORSEN: -- You're always, I call it, being on your
13 game. You're -- you know, there weren't any other distractions or
14 any other things going on up there. So yeah, I mean, I was
15 focused so that I can get, you know, at that point. And then, you
16 know, as we're moving the ship, I mean, I was comfortable all the
17 way up (indiscernible).

18 [REDACTED] Have you ever had any incidents, like, get
19 close or near misses?

20 MR. BAKER: As far as me being a captain (indiscernible), no.
21 And then, when I was training, maybe I had a little boo-boo with
22 the line getting caught (indiscernible) --

23 [REDACTED] Yeah. And how much, can you tell
24 (indiscernible).

25 MR. THORSEN: You know, last year we were in the Mississippi

1 River, we lost propulsion on both C-drives, you know, at
2 (indiscernible) point with a downbound tow. We were going --

3 MR. BAKER: We were coming around --

4 MR. THORSEN: -- you know, as far as downbound tow, taking
5 the turn, we had to throttle back and lost both drives and the
6 port drive got stuck into a 53 in clutch, you know, turn, pushing
7 us into the point. We fired up generators and used bow thrusters
8 to keep us steady in the channel or outside of the channel because
9 we were on the inside of 390 stet (ph.) point --

10 MR. BAKER: Code 85 --

11 MR. THORSEN: -- you know, held it there until the tow, you
12 know, cleared us. And then, we swung the ship around into the bow
13 thruster and pushed it into the bank --

14 [REDACTED] Did you take over, like, manually at any point
15 from him or --

16 MR. BAKER: So when everything was happening, it was too
17 dangerous for me to --

18 [REDACTED] Full throttle --

19 MR. BAKER: Yeah --

20 [REDACTED] -- switch out --

21 MR. BAKER: -- and I thought we were going to be able to save
22 it. So we were making our corrections. Unbeknownst to us, the
23 line (indiscernible).

24 MR. THORSEN: And they were. I mean, we were bringing it
25 back in line. You can see on the thing. I mean, --

1 MR. BAKER: We were coming backwards riding it, it just
2 kept --

3 MR. THORSEN: -- all coming back in line, you know, at that
4 point, until all of a sudden everything just veered off to the --

5 MR. BAKER: I saw my line hanging over the stern. So I had
6 my crew -- it was like, hey, if you just toss it off, we can save
7 this and hold the, I guess, the (indiscernible) because it was
8 stuck in the wheel. So I was wondering why it was still hanging
9 on to the stern.

10 [REDACTED] Oh, I see.

11 MR. BAKER: But yeah, I honestly feel that it didn't matter,
12 that doesn't matter now that it hit, the line wasn't down on the
13 wheel -- I'm thinking we're all fast on the ship. And once we
14 were grounded, I mean, we were stuck. I did get in the chair to
15 try to get us out.

16 MR. THORSEN: Yeah, yeah.

17 MR. BAKER: And then, once I knew that, I contacted
18 (indiscernible). He did a great job.

19 [REDACTED] How do you normally know if you're made up on
20 the vessel, like the tow line?

21 MR. BAKER: Yeah, there's a little band on the radio.

22 [REDACTED] So had they done that?

23 (Crosstalk)

24 MR. BAKER: We hadn't heard anything. Yeah, we were in the
25 process of moving in front of that bulbous bow to see the decker

1 up there to get us (indiscernible) sign. And that's when we
2 started. But yeah, I do remember hopping the chair once we
3 (indiscernible).

4 [REDACTED] Does Edison Chouest have any simulators that
5 they have you all go through, or is it all on the job?

6 MR. BAKER: They do have simulators for a DP (ph.) stuff
7 (indiscernible) 2018, we were sent to Baltimore. And he was not
8 here back then when we --

9 [REDACTED] But it's not a requirement. Does the company
10 require you to do that training specifically?

11 MR. BAKER: At the beginning of this contract, the first
12 group of guys, we were basically told yeah, (indiscernible). Now,
13 as far as these guys coming in, they did not make them go --

14 [REDACTED] All right.

15 MR. THORSEN: Text that to you --

16 MR. BAKER: -- so I --

17 [REDACTED] Oh, yeah. It's [REDACTED], here (indiscernible),
18 this is actually the number right here, [REDACTED].

19 MR. BAKER: I don't know if relayed this information also,
20 there was a pilot on a job at (indiscernible) --

21 [REDACTED] Yeah, I called you to let you know, like hey,
22 don't pull, and then you had already plugged --

23 MR. BAKER: That's right -- so Chloe Tay (ph.) from
24 (indiscernible) and just stood by us. And then, another boat got
25 activation from Cheniere to go all the way down and get the diver

1 (indiscernible). So we had backup the whole time. So I wasn't
2 sure if you remembered that or --

3 [REDACTED] Yeah, yeah. I kind of turned it over at that
4 point to -- well, it wasn't really, that's really the MI that
5 pushed him aside. So I have a background though in salvage so, I
6 mean, that was my initial was that, don't rip the hole. We didn't
7 know at that point if you actually had fouled the keel tank or
8 not.

9 MR. BAKER: Yeah, we didn't know if the drive was still on
10 there either. We had no idea --

11 [REDACTED] -- unknowns so better to stay put because we
12 don't want you to, like, have further casualty in the middle of
13 the channel. You drop vessel coming towards you, right, so -- or
14 spread the pollution if that's the case. So, you know, you also
15 (indiscernible) at that point.

16 MR. BAKER: I remember calling (indiscernible) to see if they
17 had a tender boat to see. I was going to see if -- hey, that's
18 when we started drifting. I was like, I need a vessel in the area
19 (indiscernible) going to push us back on the bank because we were
20 drifting out. And the pilot offered me over there in -- he
21 released, and Chloe came. Chloe came and got us squared away,
22 pushed back to the bank. So I immediately -- we were drifting up
23 (indiscernible).

24 [REDACTED] All right. So what I'm going do too, you
25 know, you said one of the deckhand's getting drug tested right

1 now. But if I could just chat with them as well. I have these
2 witness statement forms. So what I'm going to have you all do is
3 go through and fill them out, just basically a factual timeline of
4 what happened in your words. And then, whenever the deckhands are
5 free, I'd like to interview anyone who witnessed if that'd be
6 possible.

7 UNIDENTIFIED SPEAKER: So you were already writing a
8 statement, correct?

9 MR. THORSEN: Yeah, I was in the process of doing it when you
10 guys us, you know, tried to break in the ship.

11 [REDACTED] If you could just (indiscernible). I mean, if
12 you all are doing this with the company, we'll just take that
13 copy. I don't know if that's easier than writing --

14 MR. THORSEN: Yeah, I mean, I hadn't gotten but halfway
15 through it. You saw where I was just explaining the --

16 [REDACTED] Yeah. So if you want to just finish that up
17 and then send us a copy of that one, that works too. Or you can
18 write --

19 MR. THORSEN: Just attach it to this form --

20 [REDACTED] Whatever, you don't even have to use that
21 form. That's just a template that I have. I'll take a signed
22 statement and your company one so --

23 MR. THORSEN: I was just writing it on a notepad.

24 [REDACTED] Yeah, that's fine.

25 UNIDENTIFIED SPEAKER: You know if the --

1 MR. THORSEN: He did one initially, and in an email, you
2 know, to the company. And we got that email --

3 [REDACTED] Yeah. He can (indiscernible) that and sign
4 it. I don't have a problem with that. It's not an issue.

5 MR. THORSEN: I don't like that.

6 [REDACTED] Yeah, I (indiscernible) too. But I'm going to
7 conclude this recording. Commander [REDACTED], it is 10:41 local
8 time on August 8th. This is the investigation of the *CC Portland*
9 grounding.

10 (Whereupon, at 10:41 a.m. Central, the interview was
11 concluded.)

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CERTIFICATE

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

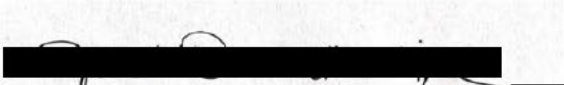
IN THE MATTER OF: GROUNDING OF TOWING VESSEL
 CC PORTLAND ON AUGUST 8, 2022
 Interview of Joshua Baker and
 Timothy Thorsen

ACCIDENT NO.: DCA22FM035

PLACE: Aboard the *CC Portland*

DATE: August 8, 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.


Janet Deal
Transcriber