

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: TIMOTHY THORSEN, Mate

CC Portland

Coast Guard Sector Corpus Christi

Friday,
August 12, 2022

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Mr. Timothy Thorsen, Mate, CC Portland

TAKEN ON

August 12, 2022 (second interview)

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
12	13/15	Keebra (ph.) / King Bub	" T- Bub "
13	19	(indiscernible)	" the job the accident occurred "
14	11	(indiscernible)	" at the bottom of each page for the training captain to "
16	17	(indiscernible)	" assist "
16	21	(indiscernible)	Best recollection: " It was very confusing for someone new "
17	19	(indiscernible)	" as describing how "
19	12	(indiscernible)	" move the controls for "
19	16	(indiscernible)	" other training and he kept it in his "

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

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NO CORRECTIONS NEEDED. _____
Initials

Timothy Thorsen

Printed Name of Person providing the above information



Signature of Person providing the above information

10-13-22

Date

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20	21	(indiscernible)	Best recollection: "never given any explanation for"
21	6	Patrick Turmow	"Patrick Terribone"
22	15	(indiscernible)	"As a licensed"
23	11	(indiscernible)	"showed them to"
23	22	(indiscernible)	"merchant mariner"
24	7	(indiscernible)	"stern mounted Z -"
24	15	you had valve	"you had bow"
26	25	(indiscernible)	"automatic"
29	10	(indiscernible)	"have an"

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

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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
30	2	of the mays (ph.)	"of the mains" engines
30	7	(indiscernible)	"are all set up on"
30	12	(indiscernible)	"give the same feel"
32	3	(indiscernible)	Best recollection: "the most difficulty in learning"
35	17	(indiscernible)	"I also purchased a"
38	1	(indiscernible)	"was fouled"
38	4	(indiscernible)	Best recollection: "image of the photo of the ships messenger line"

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

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Page 3 of 4

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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
39	8	(indiscernible)	"to keep from a line fouling"
39	12	(indiscernible)	"of the drag of a"

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

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Printed Name of Person providing the above information

[Redacted Signature]
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10-13-22
Date

APPEARANCES:

LCDR [REDACTED], SIO
United States Coast Guard

CWO [REDACTED], IO
United States Coast Guard

R. JON FURUKAWA, IIC
National Transportation Safety Board

I N D E X

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I N T E R V I E W

(10:06 a.m. Central)

1
2
3 [REDACTED] Good morning. It is 10:06 Central Time on
4 Friday, August 12, 2022. I'm located at Coast Guard Sector Corpus
5 Christi. And we're conducting a phone interview regarding the
6 incident that occurred on the *CC Portland* on Sunday, August 7th at
7 1625 Central Time that resulted in a grounding and subsequent
8 property damage to the *CC Portland*.

9 Do I have your permission to record this interview?

10 MR. THORSEN: Yes.

11 [REDACTED] And can you please state your name for the
12 record?

13 MR. THORSEN: Timothy Thorsen.

14 [REDACTED] Thank you. And I am Lieutenant Commander
15 [REDACTED] U.S. Coast Guard. I have present with me here --

16 MR. FURUKAWA: Jon Furukawa, NTSB.

17 [REDACTED] Chief Warrant Officer [REDACTED] Coast
18 Guard.

INTERVIEW OF TIMOTHY THORSEN

19
20 BY [REDACTED]

21 Q. All right. So we're just going to go ahead and get started.
22 Like I said earlier, I just wanted to go a little bit further into
23 the tractor tug training program, documents that you had sent me
24 last night. So I went through, and I just had some questions. So
25 I'm going to walk through. I wrote down my questions as I was

1 going through it. So if you start off on section two, for
2 lightboat handling, my first question is for maneuvering lightboat
3 in open waters. I see that you have run bow first and hold course
4 and speed assist number one position occurred on June 1st on the
5 *Aransas*, which was signed by K.C. So before I actually go through
6 all of these, what does MI stand for?

7 A. Just M.I.

8 Q. On the last column, it says MIs, is that master initials --

9 A. Master's initials, yes.

10 Q. Okay. All right. And then, who is K.C.?

11 A. Kevin Caldwell.

12 Q. Kevin Caldwell. Okay. All right. So why was the run bow
13 first and hold course and speed assist number one position
14 completed after the maneuvering lightboat with working line and
15 winch and emergency maneuver training and lateral maneuver
16 checkoff in your training program?

17 A. Because the number one position, we don't start doing any
18 training on it until everything else is signed off. And, you
19 know, we just didn't cover it, you know, back in February when we
20 were doing the other maneuvering.

21 Q. Okay. So I see under observation time, you were able to
22 observe the number one position on February 13th and 14th.

23 A. Yeah. Um-hmm.

24 Q. So is section two not completed until section one is
25 completed?

1 A. Yeah, pretty much. Yeah, we go through and do all these
2 observations. Obviously, we're still observing all the positions
3 through the entire training program.

4 Q. Okay.

5 A. So it's not that these are the only times that, you know, it
6 was observed. These are just the first times.

7 Q. Okay. All right. And then, who is R.G. on the observation
8 time section for the initials?

9 A. That was the first guy I worked with, his name is, I think,
10 Robert Gobear (ph.) or something like that.

11 [REDACTED] I'm sorry, that broke up. I heard Robert
12 Gobear --

13 MR. FURUKAWA: Stephen Colbert (ph.)

14 MR. THORSEN: (Indiscernible).

15 [REDACTED] It's kind of going in and out. Are you --

16 MR. THORSEN: We're on the ocean. So, I mean, we're at
17 internet cell call.

18 [REDACTED] Oh, okay, okay. All right.

19 MR. THORSEN: But his name is Robert Gobear. He is no longer
20 with the company is what I understand.

21 BY [REDACTED]

22 Q. Okay. All right. So I'll move on to the next questions I
23 had. So for sections two -- or V, maneuvering lightboat close
24 quarters. And C and D, I see the initials for G.A.S. Who is
25 G.A.S.?

1 A. I'm not sure what his first name is, but it's Andy -- I'm not
2 sure what his last name is either. He's one of the captains.

3 It's Andy, yeah.

4 Q. Okay.

5 A. (Indiscernible) he was on the *Gregory*.

6 Q. Okay. And it looks like the signatures changed. Why does
7 his signature look different on the maneuvering lightboat with
8 working line versus section B, where he gets close quarters?

9 A. I wrote them in. It was, you know, just so I can keep track
10 of the things that he covered with me. And I was supposed to, you
11 know, go back and actually get him to initial them off, but I just
12 hadn't had time to go to the other boat. I haven't worked with
13 him yet. You know, I just wrote down the dates that we did those
14 things, and I didn't have the paperwork with me at the time. So
15 to make sure I kept track of who was who, you know, I just wrote
16 his initials in.

17 Q. Okay. All right. And who is T.V. for the last one under
18 emergency maneuver training?

19 A. His name is Tim. And again, I'm not sure of his last name.
20 I only worked with him for a couple weeks on that, you know, on
21 that hitch.

22 Q. Okay. All right --

23 A. -- he's normally on the *La Quinta* -- he's normally the
24 captain on the *La Quinta*, you know captain (indiscernible). You
25 know, he was just filling in for a short time on the *Gregory* when

1 I was on the --

2 Q. Okay. All right. So then, we get to the end of section two,
3 and that was not signed by a master. Why was that not signed off?

4 A. I don't know why. You know, none of them -- every time I
5 give them, you know, to sign it off, I don't know why they don't
6 actually sign that bottom page. I don't know whether they just
7 don't notice it or, you know, whether they do it all at the end.
8 I'm not sure exactly why.

9 Q. Okay. So under each section it says, the trainees must
10 complete five proficient maneuvers of each element before
11 advancing to the next evolution. So now, we're under -- oh,
12 previously, did it say -- so I guess that can be completed after.
13 So we have evolution number one started, and we go to evolution
14 number two. And I see that evolution two was completed
15 concurrently, it appears with evolution number one. And it kind
16 of goes on like that for all of them, evolution number three,
17 evolution number four, evolution number five, six, and seven, all
18 concurrently the same time. And why is that?

19 A. I'm not sure what you're asking there. So evolution
20 one -- say that again now.

21 Q. So it specifically says when you get to section three,
22 trainees must complete five proficient maneuvers of each element
23 before advancing to the next evolution. So the dates that you
24 have listed for all evolutions are concurrent with each other. So
25 it appears that evolution one was not fully completed before

1 starting evolution number two and so on.

2 A. Oh, I see what you're saying, yeah, so because, you know, we
3 don't -- let me look and see exactly. Evolution one -- you know,
4 because we do, we don't just do, like, line or position number two
5 on every job. And I guess that, you know, that you're doing some
6 positions twos, some position threes. You know, maybe we're doing
7 them, you know, at the same time.

8 Q. Okay. So when you --

9 A. You know, I might do a (indiscernible) position two today and
10 then do a position three tomorrow.

11 Q. Okay.

12 A. You know, so (indiscernible) finishing all the evolution or
13 all position twos before you move to position three because
14 they're very similar positions. You know, they're both alongside
15 of the ship, just one's forward and one's aft. Does that make
16 sense?

17 Q. Yeah. No, it makes sense. I was just curious because it
18 specifically says in here that you're not supposed to advance on
19 to the next one until you've completed that previous evolution
20 so --

21 A. Yeah, I think their meaning is -- because I do remember
22 reading something, you know, in the instructions, that they want
23 you to do, like, partial ones first, you know, and then, do full
24 ones. And I interpreted that, that they want you to finish the
25 partial ones before you do the full ones.

1 Q. Okay. So --

2 A. -- before the threes or threes, I don't remember which ones
3 you actually start -- section two is. On the -- yes, section two
4 is position two, and it looks like section three (indiscernible).
5 That's forward too. So that's -- oh, yeah, yeah, yeah, on the
6 paperwork, it looks like -- complete position two and then goes
7 to position three the way I'm looking at this now because both of
8 these say line up on the forward hold job, which is position two.
9 And then, let's see. It looks like maybe six --

10 Q. Well, yeah, it looks like for each evolution, they have line
11 up on the forward hold chock, line up on the aft hold chock. And
12 then, you'll move to -- once you complete that for evolution one,
13 you'll do the same thing for evolution two. And then, you'll do
14 it for evolution three.

15 A. Yeah, it does have forward, you know, because it says element
16 one and element two. See that line up on the forward hold chock
17 is position two and line up on the aft hold chock is position
18 three.

19 Q. Okay. But this looks like evolutions are not the same thing
20 as position.

21 A. Yeah, it doesn't look like it because evolution two includes
22 position two and three.

23 Q. Yes.

24 A. If you read there, it says element one. And I got confused
25 on this too. In fact, if you'll look on the later pages, I

1 started writing down what position it was in pencil above it.

2 Q. I see, yeah.

3 A. Because I was getting confused, you know, which evolution,
4 which position. So I started writing down position four inbound,
5 position one inbound, you know, above it and beside it because I
6 couldn't keep track of which one was which.

7 Q. So when you were hired on, did someone walk through this
8 entire training program with you and explain it?

9 A. No, they didn't. They emailed it to me. And I, you know, I
10 read through it all and kind of how to figure out, you know,
11 (indiscernible) which position, like I said, and then, which one
12 we were going to be doing.

13 Q. Okay. Were the masters helpful at all with kind of
14 navigating it?

15 A. Oh, yeah, yeah. And I kept separate notes of each position
16 that's I'd done. I kept my own personal notes, you know, of each
17 one, yeah, each job that I've done. And, I mean, I can probably
18 tell you. I've got a written down list, you know, of every job
19 that I've either actively drove the boat on or just -- the
20 observed list was on this first page, but after that, you know, I
21 started writing down each boat that I'd worked on and whether it
22 was day, night, or -- kind of like that first list. I just
23 continued that same list, you know, even after that was finished.

24 Q. Okay. So okay, who --

25 A. I can send you a copy of that too if you want.

1 Q. Yeah, if you would like, that would be wonderful.

2 A. (Indiscernible) really need it. But, I mean, I literally do
3 have every ship that I did an assist with. And there's like, one,
4 two, three, four pages top to bottom just about it looks like.

5 Q. Okay --

6 A. (Indiscernible). Let's see what day I started doing that --

7 Q. Do you know who --

8 A. -- okay, no, that was pulled on the first (indiscernible).
9 So, I mean, yeah, it's about -- I did have the first one on this
10 sheet too. So I just kept, you know, kept it up.

11 Q. Okay. So I have some more initials questions. Who is R.B.?

12 A. R.B., R.B., R.B. Oh, again, I'm not sure what his last name
13 is. Robert, but they call him Keeba (ph.).

14 Q. Okay. Pea Bob.

15 A. King Bob, yeah. I worked with him on the Aransas.

16 Q. Okay. And D.B.

17 A. That's Josh Baker.

18 Q. No, D, D as in dog.

19 A. Oh, that Joe Dunn (ph.)

20 Q. Joe Dunn. And then, J.B. is Josh Baker. Okay. Yeah.

21 A. Yeah, yeah.

22 Q. All right. So, yeah, I mean, that kind of answers some of my
23 questions. I was just curious and wondering why they were
24 completed the date the way that they were. And then also for this
25 last one, on element four on evolution number seven, I saw that

1 you crossed out for the *Portland, Fukurokuju* on that day of the
2 incident. But Josh already had signed it.

3 A. Yeah. I think he was just kind of going through initialing
4 off all the, you know, positions and stuff. And he just
5 did -- you know because a couple of them I had not gotten his
6 initials on at the time. And I was just going back and, you know,
7 getting him to initial, said, hey, Josh, you forgot to initial
8 this one, this one, this one -- or didn't get to. I mean, we just
9 hadn't gotten to the paperwork part of it, you know.

10 Q. Okay. So --

11 A. And he just saw one that was there that, you know, I'd
12 written in pencil next to his name, that, you know, he would
13 observed it because, I try to write them down when we were doing
14 the job, okay, this is the job that we're starting and then, you
15 know, get it initialed off afterwards. And then, he'd just, like
16 I said, either just kind of going through and initializing.

17 Q. Okay. So was it pretty --

18 A. -- I don't know if they'll need to initial that one, that's
19 the (indiscernible). I'm marking it off.

20 Q. Was it pretty common then to not get them signed off as they
21 happened?

22 A. Yes. Yeah, either we try to get them signed off at the end
23 of the hitch.

24 Q. End of the hitch, okay. All right. So you just kind of --

25 A. Sometimes, if I didn't have all the paperwork, you know,

1 filled out and completed -- because sometimes we were working
2 jobs. And it's hard for me to get to getting this with all the
3 other stuff we got to do. You know, I would -- I know, like, Joe,
4 I told him, I said, well, I'm coming back in three weeks, you
5 know. I'll just get it all filled out, and I'll get you to sign
6 it off when I get back. And that's what Joe did.

7 Q. Okay. All right. So you kind of used it as a log, and when
8 you get around to it, they'll sign it off for you.

9 A. Yeah. And I think that's probably why there's other pages
10 having been signed off because, you know, honestly, probably
11 haven't noticed it. There was places (indiscernible) sign off on
12 it.

13 [REDACTED] Okay. All right. So I think that's all the
14 questions I had on the training program.

15 Jon, did you have any questions?

16 BY MR. FURUKAWA:

17 Q. Hey, Josh, it's Jon Furukawa with the NTSB. On the first
18 page, it says --

19 A. This is Tim.

20 Q. Oh, yep. On the first page, it says that each section's
21 supposed to be completed before you go on to the next one. So did
22 the captains question you about that? You know, the sections
23 weren't done in order.

24 A. It's been my understanding, because, I mean, I've seen other
25 guys, you know, doing the same thing. You know, they don't,

1 again, like I said, finish one complete job. They're trying to
2 kind of -- you know, if they see that you're proficient in doing
3 the number twos, you know, for example, and you're ready to go
4 ahead and start working on the number four or the number three.
5 They're on the same page even, the twos and threes. If you kind
6 of got the two down pretty good, the number three's very similar.
7 And all the positions have similar elements, you know. They're
8 kind of working it all together.

9 Q. Right. But no one's ever questioned you why or told you to
10 finish a section before you go on to the next section?

11 A. No. No, that's never even come up.

12 MR. FURUKAWA: Okay. That's it for me.

13 [REDACTED] All right. And then --

14 MR. THORSEN: I think that's probably because they want you
15 to get as much practice on all of the positions, you know, as you
16 possibly can instead of just, you know, sitting on the boat, and
17 you're kind of sitting out on the next job. It may be a week
18 before you get another position three. In fact, if you can kind
19 of look at the dates here, my last position three got signed off,
20 even though I've been doing position threes, you know, we don't do
21 it that often. My last position three didn't even get signed off
22 until this hitch because I had one more three inbound and one more
23 three outbound to finish. You know, I know what I got here on
24 this hitch.

25 And I have one more number four inbound to finish even

1 though, you know, I mean, I've done the position fours, you know,
2 and hadn't had any issues except for those positions. You know, I
3 just hadn't had the number of times that they wanted it signed
4 off.

5 BY [REDACTED]

6 Q. Do you have any recommendations for this training program to
7 make it easier on trainees to understand?

8 A. I think it would be very beneficial if it actually said
9 something like I wrote in there on the side, you know, that this
10 is a position two inbound, you know, giving a description what the
11 position is instead of just saying that line up on forward hold
12 chock. After I kind of got it figured out what they were
13 referring to -- because when you're coming in brand new, you don't
14 understand, you know, specifically what those positions entail,
15 you know, and even after you do some of the observations and
16 stuff. You know, I think instead of calling it basic ship
17 (indiscernible) arrivals, it should say basic ship assist arrivals
18 position two and position three. And line up on forward hold
19 chock, it should say, position two next to it.

20 Q. Okay. That makes sense --

21 A. (Indiscernible).

22 Q. Would it be helpful if on that beginning page, where it talks
23 about, like, lightboat handling definitions, if it had a whole
24 section just talking about different position and what they
25 entail?

1 A. Well, they did give me another pamphlet, and I cannot find,
2 you know, where that one got (indiscernible) to here and six
3 months later. It did describe each one of the positions and how
4 to do the maneuvering for each one of the positions. And at some
5 point, you know, I mean, that's gotten placed somewhere, and I
6 don't have it anymore. I looked through my emails to see if I
7 could find that. But I know that Cory (ph.) did provide me with
8 a, you know, like, a form. Actually, I don't know, I think it was
9 actually Andy.

10 UNIDENTIFIED SPEAKER: Who?

11 [REDACTED] Andy you said.

12 MR. THORSEN: Yeah, Captain Andy, the very first guy that I
13 worked with after the guy that's no longer here. The one that we
14 were doing all the position training, you know, the initial, when
15 they were in training with me.

16 [REDACTED] Okay.

17 MR. THORSEN: He gave me, like, a pamphlet that described
18 each position in detail and how that hold position -- it even went
19 so far (indiscernible) that you want to have the controls to, you
20 know, to make an approach. And it was really good and --

21 [REDACTED] Do you know --

22 MR. THORSEN: I know that Andy has that.

23 [REDACTED] Was it something that Andy just made up on his
24 own, or is that something that the company developed?

25 MR. THORSEN: I think, looking at it myself, I think it was

1 something that Raymond (ph.) had put together.

2 [REDACTED] Raymond, okay.

3 MR. FURUKAWA: Who's Raymond?

4 [REDACTED] Raymond is --

5 (Crosstalk)

6 [REDACTED] -- operations. Is he from operations?

7 MR. THORSEN: Yeah, yeah.

8 MR. FURUKAWA: Was that Raymond --

9 MR. THORSEN: And I don't know where he even got it from.

10 And that's probably why I don't have it. I think it was his
11 personal copy.

12 [REDACTED] But it was provided to you when you signed on
13 with them?

14 MR. THORSEN: No, it wasn't. But that would be something
15 that would be very valuable, you know, for each new trainee to
16 have in their possession because I know he gave it to me, and I
17 read through it and everything. And I was like, wow, this is
18 really good. I think I gave it back to Andy, you know, because he
19 asked for it back because I think it was his personal copy. So
20 that copy that Andy had, would definitely be valuable because I
21 made a lot of notes, you know, personal notes on it in my
22 notebook. And I can even, again, I can give that to you as far as
23 what the positions entailed from my personal notes.

24 (Indiscernible) to you. I took most of those notes on the
25 positions from that little training pamphlet that --

1 [REDACTED] Okay --

2 MR. THORSEN: -- he gave me.

3 MR. FURUKAWA: Timothy, was that pamphlet, was that something
4 that was done by the company or something that was done by Raymond
5 personally?

6 MR. THORSEN: That's (indiscernible) lieutenant commander
7 just asked that same question. And like I explained to her, I
8 believe that it was probably made by the company because it was
9 just far too detailed for something that I think Andy could've
10 made up, you know, because it had, actually, illustrations with a
11 little boat there. And it showed where the position of the boat
12 was. And it showed, you know, where you (indiscernible) your
13 drives. So I think it's something that, you know, Andy had, and
14 he kept personally. You know, it looked like something that was
15 either provided to him by Chouest or maybe it was through another
16 school or something that he had been through (indiscernible)
17 personal possession.

18 [REDACTED] Okay.

19 MR. FURUKAWA: Okay. Thank you.

20 [REDACTED] Awesome. All right.

21 MR. THORSEN: I mean, I don't know whether Andy's got the
22 computer skills to develop something like that, you know what I
23 mean.

24 [REDACTED] Yeah. It sounds like he was the perfect --

25 MR. THORSEN: He might, he might. But it looked like it was

1 professionally done --

2 [REDACTED] It sounds like it's the perfect training aid
3 that you all need.

4 MR. THORSEN: Yeah, it really was. That's why I made so many
5 notes from it because I had to give it back to Andy. And that's
6 what I was saying, initially, I don't know where that is because
7 I've never had a copy of that myself. But yeah, I do remember
8 that that was something with Andy, you know, he had it personally.

9 [REDACTED] Okay. All right. So I think that's all the
10 questions I had on the training side of it.

11 Jon, did you have anything else?

12 MR. FURUKAWA: And Tim, you said that this was emailed to
13 you, the sign-off sheets were emailed to you? So no one --

14 MR. THORSEN: Yes --

15 MR. FURUKAWA: -- sat you down and, you know, had a talk when
16 you first got hired about the training program and all that.

17 MR. THORSEN: Well, I mean, we had to talk about the training
18 program. But, I mean, about this specific document, you know, the
19 one that was emailed to me, he said, yeah, I want to send you this
20 document, and this is what you got to have to sign off everything,
21 all your training. And I was (indiscernible) the description of
22 this document.

23 MR. FURUKAWA: Okay. But they did talk to you about --

24 MR. THORSEN: -- talk about the training, you know, and how
25 we'd have to go through all the different positions and all that.

1 But, you know, this document, this specific document, we didn't
2 discuss, no.

3 [REDACTED] Who did that sit-down?

4 MR. THORSEN: It was when they first hired me. I sat down
5 with Cory and the guy from Sabine, Nathan. And then the
6 recruiter, I think, Patrick Turmow (ph.) was there as well. I
7 don't think Patrick was there for the whole time. It was a lot of
8 sitting down and interviewing with Cory and Nathan.

9 [REDACTED] Okay. And was that during the interview that
10 they talked about it? Or was that when you were already hired?

11 MR. THORSEN: That's right after they hired me, yeah. That's
12 when they brought me to corporate. You know, I had to go through
13 all the paperwork and do all this stuff for new hire. And that's
14 when they sat me down.

15 [REDACTED] Okay.

16 MR. FURUKAWA: And corporates in Port Fourchon?

17 MR. THORSEN: Yeah, Cut Off, Louisiana.

18 MR. FURUKAWA: Cut Off, okay.

19 BY [REDACTED]

20 Q. When you went through your initial intake, did they talk to
21 you a little bit about or mention the Edison Chouest Offshore
22 academy at all?

23 A. No, uh-uh, not that I recall, I mean, if they had. I mean, I
24 just don't recall it.

25 Q. Okay.

1 A. They took me over to the training center that they've got
2 there at corporate, you know, in Cut Off, you know --

3 Q. The training center --

4 A. I'm sorry. Go ahead.

5 Q. Oh, sorry. I cut you off, my apologies. You can finish your
6 statement.

7 A. Yeah, they got a training center there. And that's where we
8 get all of our initial, you know, training, that the
9 (indiscernible), like on, you know, personality profile stuff and
10 just different things like that. But they did kind of give us a
11 tour, you know, of the training facility. And some guys had to
12 have, you know, like, new ABs coming in. They didn't have their
13 STCW training, or they didn't have their line hanging training or
14 just different things like that, you know. And those guys were
15 going through those different classes. (Indiscernible) master, I
16 mean, I've already had a lot of that. So I just went through the
17 things specifically to get me over here.

18 Q. What classes did you have to take?

19 A. It was nothing pertaining to the boat specifically. It was
20 more to -- you know, like, I mean, I guess just general employee
21 type training stuff.

22 Q. Okay.

23 A. I didn't do any training, you know, specifically for
24 operating a vessel because, you know, I've been a master for 30
25 years.

1 Q. Yeah. Were there any simulators for Z-drives at that
2 training center?

3 A. I did see simulators there. And they do look like our, they
4 basically look like our exact same, you know, control station we
5 have up here on the bridge. So I assumed that they -- yeah, in
6 fact I know there were Z-drives simulators. But we did not
7 actually get on the simulator, no. In fact, I couldn't tell you
8 what they use their simulators for --

9 MR. FURUKAWA: And why not --

10 MR. THORSEN: But I know they (indiscernible) two, they do
11 have two simulators, you know, that they (indiscernible) me. And
12 that was an individual type of thing. We walked around because I
13 wanted to see what all the facilities had. And one of the guys
14 took me around. He showed me the simulators. He showed me the
15 pool. And he showed me, you know, the different classrooms. And
16 I met some of the training guys there that'll assist you with, you
17 know, like, your upgrade training (indiscernible), you know, your
18 advanced fire school refresher training for your renewals and, you
19 know, STCW refreshers for renewals. And if you did need any other
20 types of training, you know, there's (indiscernible) courses that
21 they offer that they have listed on their website, like for people
22 that are trying to upgrade or get (indiscernible) licenses.

23 They got a pretty impressive training facility. I mean, I
24 have not utilized any of it because, you know, again, I already
25 had everything before I started here.

1 BY [REDACTED]

2 Q. Okay. And you had mentioned when we chatted the first time,
3 you had previous Z-drive experience. Were those a stern drive as
4 well, or were they a little bit different than the one's you're
5 currently on?

6 A. Well, they're definitely different. But they were
7 (indiscernible) drive, yes. You know, my previous Z-drive
8 experience had all been with American Cruise Lines. And they're
9 both two stern Z-drives. The smallest vessel that I operated over
10 there was -- you know, in comparison, this boat here is about a
11 hundred feet long. You know, their smallest Z-drive boat over
12 there is about 235 feet long and the largest one was 328.

13 Q. Okay. And --

14 (Crosstalk)

15 A. -- stern drives, the Z-drives at stern where you had valve
16 thrusters as well.

17 Q. On the cruise ship.

18 A. On the cruse ships, yeah.

19 Q. Okay. And then, did you feel like the Z-drives physically
20 felt different at all?

21 A. Oh, absolutely.

22 Q. Okay. How --

23 A. Yeah, these are, I describe it, you know, it's like going
24 from driving a C-17 to driving an F-16.

25 Q. I'm not up on --

1 A. If that --

2 Q. We might need a little bit more layman's terms --

3 A. It's like driving, going from a commercial transport aircraft
4 down to a jet fighter.

5 Q. So sensitivity then.

6 A. Yeah, the sensitivity. And it's far more responsive here on
7 these. So it took a little while. You know, even though you know
8 the basics of how to maneuver the positions and stuff of the
9 controls, you know, it's the touch. You know, it's a lot more
10 sensitive touch. It takes far less power, and to the engines, to
11 the mains, to get the response that you require like on a 328-foot
12 cruise ship. You know, and the other -- I'll say two things. I'm
13 going to finish this first thought. But on a 328-foot cruise
14 ship, you know, it takes a lot of power in reverse to, say you're
15 trying to walk to the port, you got to put a lot, you know, power
16 to the reverse side on the port, more power on the starboard side,
17 you know, kicking it out to the starboard to get that length of
18 ship to move under it.

19 Where here, you're maybe getting it, you know, ten percent
20 thrust. And you're getting the response almost immediately. Does
21 that make sense?

22 Q. Yeah, that makes sense. I get that.

23 A. And then, the second thing that I was going to say is it was
24 a very big difference is these drives are always engaged, you
25 know, where there's not a clutch position where you can pull them

1 completely at a clutch. You just pull them down on the
2 percentages, you know. So they're a slip clutch, so the more
3 power you give to it, the more it starts to engage the drives --

4 MR. FURUKAWA: That's for Chouest --

5 MR. THORSEN: -- but you, you know -- I'm sorry, say again.

6 MR. FURUKAWA: That's for Chouest. The American Cruise
7 Lines, did they have a clutch position?

8 MR. THORSEN: Oh, yeah, when you put it in clutch, it is
9 truly out of gear.

10 MR. FURUKAWA: Okay.

11 MR. THORSEN: You know, the drives are not engaged at all.
12 Where here, you know, if you give it six percent throttle, for
13 example, you know, the wheels are constantly turning. And if you
14 give it six percent, you got just a small amount of thrust. You
15 don't have to put it in the clutch and hit that 600 RPMs or
16 whatever your clutch, you know, your idle speed is on the engines,
17 you know, hit that immediately (indiscernible). Does that make
18 sense? It's like putting your car into gear if you got a standard
19 transmission, you got to put it into first gear before and then
20 let off the clutch before the engine's engaged to the drive.

21 MR. FURUKAWA: That's for American Cruise Lines not --

22 MR. THORSEN: Yeah, that would be like an American Cruise
23 Lines boat --

24 MR. FURUKAWA: So for Chouest, you --

25 MR. THORSEN: -- you know, they're, like, (indiscernible)

1 transmissions. And these are more like an automatic transmission.

2 MR. FURUKAWA: Okay. So for Chouest you put it in zero.

3 Zero, is that like neutral?

4 MR. THORSEN: I'm sorry, say again.

5 MR. FURUKAWA: So you said the Chouest boats don't have a
6 clutch. But if you put it in zero, is that like putting it in
7 neutral?

8 MR. THORSEN: It's like putting it in neutral. But it's like
9 in an automatic transmission car. If you let your foot off the
10 brake, it's going to start to move.

11 [REDACTED] So he's saying it's like they're always
12 engaged, it's just --

13 MR. THORSEN: They are always engaged.

14 MR. FURUKAWA: Okay.

15 [REDACTED] Kind of like your gas is always engaged unless
16 you hit the brake or in park.

17 MR. THORSEN: It's not like your gas is always engaged.
18 You're always engaged to your drive. It's kind of like the
19 difference between a standard transmission or an automatic
20 transmission. You know, if you're sitting at a traffic light in
21 your car now with an automatic transmission, and you let your foot
22 off the brake, you start moving forward.

23 [REDACTED] Yeah.

24 MR. FURUKAWA: Okay.

25 MR. THORSEN: Where if you let your foot off the brake in a

1 standard transmission, you don't go anywhere.

2 [REDACTED] You roll backwards on --

3 (Crosstalk)

4 MR. THORSEN: Well, yeah, you're rolling backwards on it.
5 Yeah, then you got to watch out (indiscernible). But you don't
6 get that drive engaged until you let off the clutch.

7 MR. FURUKAWA: Okay.

8 MR. THORSEN: And that was what that -- and honestly, the guy
9 that's no longer here, I don't think he understood that difference
10 because I think when I first started, you know, he told me, oh,
11 you don't engage the clutch until you hit 36 percent RPM. And I
12 know that I had some challenges, you know, the very first time I
13 tried to drive the vessel because I thought you weren't even
14 hitting the clutch until you hit 36. And then, the clutch engaged
15 automatically. And then, you know, it took me a couple times to
16 kind of figure out that, oh, this guy is wrong. You know, he
17 doesn't understand what clutch means, you know, because --

18 [REDACTED] He was on the Gregory?

19 MR. THORSEN: He was on the Gregory, that very first guy, the
20 Robert -- and I think it was Gobear, or something like that, the
21 one that signed off the observation positions.

22 [REDACTED] Yeah, R.G. --

23 MR. FURUKAWA: -- no longer with Chouest.

24 MR. THORSEN: I'm sorry, say again.

25 MR. FURUKAWA: And he's no longer with the company.

1 MR. THORSEN: Yeah, he's no longer with the company.

2 [REDACTED] Okay.

3 MR. FURUKAWA: (Indiscernible).

4 MR. THORSEN: Oh, yeah.

5 [REDACTED] Was he on the Shinshu Maru accident?

6 MR. THORSEN: I don't know. Did he have an accident? Is
7 that what you said?

8 [REDACTED] Yeah --

9 MR. FURUKAWA: Yes --

10 MR. THORSEN: I thought you said did he (indiscernible)
11 accent, like a Cajun accent. I'm sorry, I don't think he had an
12 accident, no.

13 [REDACTED] Oh, okay.

14 MR. THORSEN: But he had a Cajun accent. It was very
15 difficult to understand, I'll put it that way.

16 [REDACTED] Okay. All right. (Indiscernible). All
17 right. Do you feel that you would've benefited from using those
18 Z-drive simulators they had at the training center?

19 MR. THORSEN: Possibly, and I'm going to say it that way
20 because the simulator really does not give you the feel of the
21 controls. The simulators, I think, are very valuable in, you
22 know, training on an evolution. But that feel of how the vessel
23 responds, I don't think it's very realistic because the simulator,
24 from my experience when I worked on simulators, so many variables
25 that you feel as a master that it can't simulate, you know, the

1 way the ship swings and the way that the wind is affecting you
2 and, you know, just the hear, the sound of the mays (ph.) and the
3 -- you know, there's so many different tactile variables that they
4 can't put into the simulator.

5 You know, I don't think any company I've seen in the maritime
6 industry has simulators like the military, where they
7 (indiscernible) hydraulics. I mean, they move, and they shudder,
8 and they vibrate. They tilt just exactly the same as an actual
9 real aircraft does. You know, a maritime simulator is usual in a
10 room.

11 MR. FURUKAWA: Right. But --

12 MR. THORSEN: And then, they (indiscernible) when you engage
13 a drive, you don't feel the vessel swinging. And you don't feel
14 the turn. So it's just completely (indiscernible). That's why I
15 was saying, it'll help you with, you know, (indiscernible) scheme
16 variations and then decision making and stuff like that. But as
17 far as physical vessel control, I don't know if you get, you know,
18 as much out of a simulator on handling and characteristic
19 (indiscernible) physically being at the helm.

20 MR. FURUKAWA: Right. But when you first got hired, did they
21 take you out on one of their tugs and ask you to demonstrate your
22 skills?

23 MR. THORSEN: No, they did not.

24 MR. FURUKAWA: So other than the simulator class, would it
25 have been helpful for you to sat down with somebody and gone over

1 the description of the Chouest boats, you know, like, I guess,
2 (indiscernible) that there's no clutch --

3 [REDACTED] Maneuvering character sticks or --

4 MR. FURUKAWA: Right.

5 MR. THORSEN: Well, I'm actually going to probably answer
6 that as no. I don't think it would've given me the benefit
7 because I think that's the whole purpose of that first hitch that
8 you're -- in doing just observation. You know, you do get a
9 opportunity to sit at the helm and then to maneuver close to the
10 vessel. And then, that second evolution, where we were talking
11 about the handling characteristics, that's where you're doing all
12 of that.

13 MR. FURUKAWA: Okay.

14 MR. THORSEN: You know, you are getting that training, but
15 it's on the actual tug instead of in a simulator, which is, you
16 know, in my opinion, it's definitely more valuable because you
17 feel real time --

18 MR. FURUKAWA: Right. But --

19 MR. THORSEN: -- how the vessel reacts and everything.

20 BY MR. FURUKAWA:

21 Q. (Indiscernible) on vessels, when a pilot comes onboard, they
22 give him a pilot card that will have what kind of power, you know,
23 it'll give a description of the vessel. Did you have something
24 that gave the description of a *CC Portland*, you know, like the
25 length, width, what kind of power it had and all that --

1 A. No, they didn't. And that's where I was saying, you know,
2 when that very first guy that's no longer with the company, that's
3 where I feel like that I, you know, I had a (indiscernible) is
4 because I don't think he really understood how the vessel powered
5 and even how it maneuvered because I know there's several things
6 that he had told me that subsequently later on, as I started
7 actually driving the vessel, and I started maneuvering some of
8 these positions, I realized that, oh, well, this guy -- I don't
9 know whether he was intentionally trying to steer me wrong or
10 whether he just really didn't know. And maybe that could be part
11 of the reason. I mean, he was an excellent (indiscernible)
12 handler, I'll give him that. But, I mean, as far as training
13 somebody else, I don't know whether he really understood how the
14 vessel operated.

15 Q. Okay. Hey, Tim --

16 A. I would hate to think that he was trying to (indiscernible)
17 somebody. I mean, I really just think he didn't know it
18 himself --

19 Q. Uh-huh. Hey, Tim --

20 A. -- you know, he didn't understand how the vessel operated,
21 but he was good at operating it --

22 Q. Uh-huh.

23 A. Yeah.

24 Q. So you said you've been a master for 30 years now.

25 A. Yes, sir, uh-huh.

1 Q. How old are you?

2 A. Sixty.

3 Q. Sixty. Okay. And how long you've been in the maritime
4 industry?

5 A. Say again, you're kind of breaking up when you're talking.
6 So that's why I keep asking you to repeat yourself because, I
7 mean, it kind of cuts in and out.

8 Q. How many years have you been working in the maritime
9 industry?

10 A. Thirty, thirty years, three zero.

11 Q. Thirty years in the industry. Okay. Did you have military
12 experience before that?

13 A. Yes.

14 Q. What branch?

15 A. Air Force.

16 Q. Air Force. Okay. And how many years in the Air Force?

17 A. Eight.

18 Q. Eight. And what were you doing in the Air Force? What was
19 your rate?

20 A. (Indiscernible) mission planner for special operations, was
21 the 1st Specials [sic] Operations Wing out of Hurlburt Field.

22 Q. Okay. But you got a masters license before you officially
23 started working in the maritime industry.

24 A. Before I officially started to work, yes.

25 Q. Okay. So what was your first masters license?

1 A. I had a hundred-ton license, but it had a 50-ton rating on it
2 because of the size of the vessels because I worked, you know, as
3 a deckhand and trained with a diving company doing recreational
4 diving in charters.

5 Q. Okay. And let's see, how long have you been working for
6 Chouest now?

7 A. Since this February 10, 2022, this year.

8 Q. Okay. How many years did you work for American Cruise Lines
9 directly before that?

10 A. Yes.

11 Q. And how many years were you working with them?

12 A. Three.

13 Q. And was that all as captain?

14 A. No, I was just a mate first and then as captain.

15 Q. Okay. (Indiscernible) you're on watch for three years.

16 A. Oh, yeah, yeah. I was always, yeah.

17 Q. Okay.

18 A. You know, I was driving the vessels, you know, as a relief
19 watch for the captain or doing it all as captain.

20 Q. Okay. American Cruise Lines, do they have, like, a training
21 program for the Z-drives?

22 A. I got to say no to that as well. You know, they pretty much
23 -- my first experience on the Z-drives was, you know, hey, we're
24 going to send you to the Columbia River and put you on a 328-foot
25 cruise ship, and you're going to start driving the river. So I

1 (indiscernible). You know, then when they moved me up there, they
2 moved me over as a mate.

3 Q. Okay. Was there ever an accident on the Columbia River?
4 That was a long time ago though.

5 A. No. You may be thinking about last year they had done the
6 Cumberland River. The American Jazz ran aground in the Cumberland
7 River last year.

8 Q. Okay. But no problems learning on the Columbia with American
9 Cruise Lines,

10 A. No, no. You know, the masters I was working with over there
11 were very good. Actually, I worked with two different masters,
12 Kev Jubb (ph.) and -- got to think of the other guy's name. It
13 just escaped here right now. I worked with him before I did with
14 Kev Jubb. But they were very good at showing you how the Z-drives
15 operate.

16 Q. Okay.

17 A. (Indiscernible) book at the time too because on Z-drives
18 operations and kind of studied up myself on how, you know, what
19 kind of position that the drives have to be in and everything and
20 I guess, kind of self-taught (indiscernible) Z-drives.

21 MR. FURUKAWA: Okay. Thank you.

22 [REDACTED] You mention February 10th for your start date.
23 Are you sure that was it because I just saw you have some dates in
24 here for your observation time that were before February 10th?

25 MR. THORSEN: It might've been a little bit before then. But

1 I thought it was February 10th. Let's see what -- the very first
2 week of February.

3 [REDACTED] Yeah. It looks like February 4th, you had
4 your first one --

5 MR. THORSEN: February 4th, yeah, February 4th so -- oh,
6 okay. Yeah, I started in January the 10th when I went to
7 corporate, and they hired me on. I didn't actually get to the
8 boat until February the 4th. January the 10th is when I started
9 with Chouest. I knew it was on the 10th. I think that's my hired
10 date was January the 10th.

11 BY [REDACTED]

12 Q. Okay. I just had a couple more questions. I saw in your
13 email you talked a little bit about the lines, that you were
14 concerned with the messenger line. If you just wanted to talk
15 about that real quick.

16 A. Yeah, definitely. You know, that was one of the things since
17 this incident -- I mean, I literally had the whole scenario on
18 autoloop, you know, just going through my brain, you know, just
19 trying to figure out what I could've done differently, what
20 could've been done differently, why things happened in the way
21 that they happened. And the one thing that kept coming to me is
22 what caused that loss of the starboard when it started to turn to
23 starboard, why I couldn't get it to come back to port to come back
24 in line and what started that starboard turn in the first place,
25 you know, because I remember specifically, Captain Josh asking me,

1 he goes, bring it back in line and everything. He said, you got
2 it. You know, I told him, yeah, I got it coming back in line.

3 And then, the next thing I know, we're turning to starboard,
4 you know, our stern turning to our starboard, which is the port
5 side of the ship or the green side of the channel. And, you know,
6 I was trying to figure out when and how the line actually got into
7 the drives. And it just kind of occurred to me, the photo that
8 you had shown me of their messenger when you were here, I was kind
9 of picturing that photo in my mind and looking at how it was
10 frayed on the end. And I said, you know, that kind of really
11 looks like a nylon line when they break because they got, like,
12 hairs more than strands when they separate.

13 And I got to wondering if that was in fact the nylon line,
14 which would be a sinking line and wondered if, well, if that line
15 sank -- you know, I told Josh the day before we found that drive,
16 I said, I bet you we're going to find their messenger in that
17 starboard drive. And that's what pulled us over and then, that
18 just subsequently what pulled the tow line into our port drive
19 because when you're trying to steer your stern back to port,
20 you're using that starboard drive more than you are the port one
21 because you're trying to kick it over, and the port drive is
22 already in line, you know, kind of keeping your headway. And it
23 just wasn't coming back over no matter how much I was trying to
24 get to starboard drive.

25 And I just started suspecting or wondering if that's what

1 happened is that the drive (indiscernible) starboard side was the
2 first one to get fouled with the messenger line and just
3 literally -- like right before you go to sleep, it just hits you,
4 you know, that (indiscernible) comes into my head that you showed
5 me that I was like, oh, my God, that thing looks like it's nylon.
6 When they brought the drive up and had it over here on the barge,
7 I went over there and looked at it and, I mean, sure enough, you
8 know, it was a nylon line. And I was like, that to me in my mind
9 clarified everything exactly.

10 What happened is that when we started to turn in towards the
11 ship and the line parted there on the *Fukurokuju* as it came out of
12 their bow width end when it hit the water and it sunk down, it
13 probably caught that starboard drive first. And then, as it's
14 rotating on the starboard drive, it's pulling our tow line into
15 the port drive.

16 Q. Oh, okay. Yeah, I mean, I don't know. That tow line had
17 some weight to it too. So I don't know if a floating line
18 would've necessarily been the saving grace for the messenger.

19 A. Well, the tow line has a lot of weight but again, it still
20 floats on the surface. You know, they're designed to be that way
21 to keep them from getting down underneath the surface of the water
22 (indiscernible). You know, I mean, it's all about buoyancy. I
23 mean, it's got a lot of weight, but it's just like a ship. A
24 ship's got a lot of weight too. But it still floats. You know,
25 that line, the tow line, even though it's heavy, it stays on the

1 surface when it hits the water. And there's nothing that creates
2 suction to pull the line from the surface under the water.

3 You know, it would've just floated along the side of the
4 vessel and drifted on down the front of the vessel. And then, we
5 could've pulled it back in and put another messenger on it and
6 send it back up. And that's one of the reasons why you use
7 floating lines in the first place in any scenario is
8 (indiscernible) your running gear.

9 Q. So why do you have a deckhand then with a chock to prevent
10 the line from bellying in the water?

11 A. Well, that's to help prevent the line from hitting the water
12 because again, just (indiscernible) line of that size when it hits
13 the water, it's going to pull away. You know, and that's going to
14 put more weight and tension on the line. So he's trying to keep
15 the line chocked up to keep it from hitting the water, not to keep
16 it from getting into your gear as much as it is to keep it from
17 pulling, free spooling off of the winch.

18 Q. Yeah, but that weight -- I mean, if the concern is the
19 weight, that's what's going to make it go under.

20 A. Again, you're missing the difference between weight and
21 buoyancy. Even though it's heavy, it doesn't sink. You know, it
22 hits the surface of the water, but it's going to float.

23 Q. What side of the line is it again, the tow line?

24 A. (Indiscernible). It's buoyancy. It's all about buoyancy.

25 MR. FURUKAWA: What was the spectra line?

1 MR. THORSEN: You know, spectra lines are made of
2 polypropylene too. Polypropylene is a lot harder material than
3 nylon. And the reason, I mean, I'm kind of -- a little bit more
4 descriptive this is good (indiscernible). I mean, I used to teach
5 diving physics and physiology because when I had my own company
6 for 27 years, I mean, I was a commercial diver. Our
7 (indiscernible) the principle of buoyancy is one of the things we
8 use to do with salvage and search and recovery. When we would use
9 floating lines compared to when we would use, you know, non-
10 floating lines, nylon lines. Nylon line, typically, you use for
11 anchoring and mooring situations. But any kind of recovery line,
12 you want lines that'll float.

13 BY [REDACTED]

14 Q. Is it dyneema line?

15 A. It could be, but the principal material it's made of is
16 probably polypropylene. I don't know the exact brand or material
17 that those lines, you know, the actual tow lines are made out of,
18 but they definitely float.

19 Q. Okay. Did all --

20 A. And the same thing with our messenger line it's
21 polypropylene. I mean, it floats.

22 Q. Do all of the Chouest tugs here have the same tow lines?

23 A. I'm sorry, say that again. You break up --

24 Q. Do you know if all of the Chouest tugs here have the same
25 type of tow line?

1 A. Oh, absolutely, yeah.

2 Q. Okay.

3 A. And every towing operation that I've seen personally, and I
4 haven't seen millions or anything, but, I mean, typically, you use
5 a floating line. And I remember when I got my TOAR, that was one
6 of the things specifically that was in the TOAR training is that
7 you use floating line, (indiscernible) tow lines.

8 Q. Okay.

9 A. Yeah, I took my TOAR with the Maritime Institute of
10 Technology in Panama City. And I remember that being one of the
11 things they talked about when they talked about tow lines is that,
12 you know, you (indiscernible) floating tow line.

13 [REDACTED] All right. We can look into that a little
14 further. I think that's all the questions I had.

15 Jon, do you have any further questions?

16 MR. FURUKAWA: (Indiscernible).

17 [REDACTED] Okay. So thank you much, Tim. We really
18 appreciate you taking the time to speak with us again. So I'm
19 going to go ahead and conclude the recording. So it's 11:04
20 Central Time, August 12, 2022. And this concludes our interview
21 with Mr. Tim Thorsen.

22 (Whereupon, at 11:04 a.m. Central, the interview was
23 concluded.)

24

25

CERTIFICATE

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

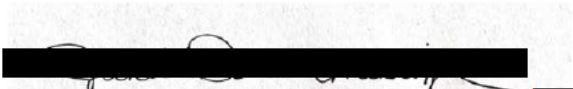
IN THE MATTER OF: GROUNDING OF TOWING VESSEL
 CC PORTLAND ON AUGUST 8, 2022
 Interview of Timothy Thorsen

ACCIDENT NO.: DCA22FM035

PLACE: Coast Guard Sector Corpus Christi

DATE: August 12, 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