

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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GROUNDING OF TOWING VESSEL *

Accident No.: DCA22FM035

CC PORTLAND ON AUGUST 8, 2022 *

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Interview of: LEE SONG UNG, Master
LNG Fukurokuju

JUNG SEOK KIM, First Officer
LNG Fukurokuju

Aboard the LNG Fukurokuju

Sunday,
August 7, 2022

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Capt. LEE Song Ung, Master, LNG Fukurokuju

TAKEN ON

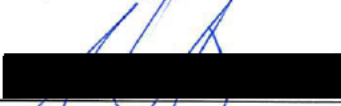
August 7, 2022

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
11	11	four of the CCPB	forward CCTV

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 NEED. _____
Initials

Song Ung Lee
Printed Name of Person providing the above information


Signature of Person providing the above information

12TH OCT. 2022
Date

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Mr. JUNG Seok Kim, First Officer, LNG Fukurokuju

TAKEN ON


August 7, 2022

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
6	19	abrasion	operation
8	7	Then nobody heard so nobody (indiscernible) heaping line again	Then nobody heard and nobody saw the heaving line again
8	8	after	another
8	9	heaping	heaving
9	12	we placed	replaced

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

Jung Seok Kim
Printed Name of Person providing the above information


Signature of Person providing the above information

12TH OCT. 2022
Date

APPEARANCES:

LCDR [REDACTED], SIO
United States Coast Guard

MSTC [REDACTED]
United States Coast Guard

I N D E X

ITEM

PAGE

Interview of Lee Song Ung:

By [REDACTED]

5

Interview of Jung Seok Kim:

By [REDACTED]

6

I N T E R V I E W

(9:11 p.m. Central)

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██████████ This is Lieutenant Commander ██████████.
This is the investigation of the *CC Portland* towing vessel
grounding. I'm onboard the *LNG Fukurokuju*, yes. It's August 7,
2022. It's 21:19 or 21.17 -- 21:11 p.m. I'm here with the
captain. Captain, could you please state your name for the
record.

MR. UNG: I am captain at *LNG Fukurokuju*, name is Lee Song
Ung, L-e-e, S-o-n-g, U-n-g.

██████████ And do I have your permission to record this
interview, sir?

MR. UNG: Yeah.

██████████ Okay. All right.

MR. UNG: It is (indiscernible) first officer --

██████████ Okay. If he can sit with us as well --

(Crosstalk)

██████████ Okay. Could you please state your name as
well for this, sir?

MR. KIM: My name.

██████████ Yes.

MR. KIM: My name is Jung Kim (indiscernible) Kim. Do you
want to spell?

██████████ You don't have to. I can look it up
(indiscernible). But do I have your permission to record this

1 interview?

2 MR. KIM: Yes.

3 INTERVIEW OF LEE SONG UNG

4 BY [REDACTED]

5 Q. Okay. Great. So I just want to get an understanding of what
6 happened. So if you could go ahead and start when you took the
7 towing vessel alongside to when the incident -- do you want to
8 start there? That's okay.

9 A. It's not exact time around the 16:25 --

10 Q. Approximate, okay.

11 A. Yeah.

12 Q. All right. Is that the time that you --

13 A. -- order to me for the (indiscernible).

14 Q. Okay. All right. And it was on the Starbur -- or Port --
15 sorry.

16 A. (Indiscernible).

17 Q. Center, center lead tow.

18 A. Yeah, yeah, right, using the center Panama Chock (ph.).

19 Q. Center Panama Chock. Okay --

20 (Crosstalk)

21 Q. And what type of line did they have for them to --

22 A. -- using the vessel's heaving line.

23 Q. Heaving line.

24 A. Yeah. And (indiscernible) tow lines.

25 Q. Okay. What type of low line was it? Was it Manila or was

1 it synthetic or was it wired?

2 A. It's something like Manila --

3 Q. Manila --

4 (Crosstalk)

5 Q. I can ask the towing vessel captain as well. Okay. So they
6 have one line come up.

7 A. Yes.

8 Q. One line. Okay.

9 A. (Indiscernible).

10 INTERVIEW OF JUNG SEOK KIM

11 BY [REDACTED]

12 Q. Okay. Yeah, go ahead.

13 A. First I (indiscernible), I stand by station. And we just
14 threw our heaving line to tugboat. After that, it tied up our
15 heaving line, and tug vessel's towline. And then, they start
16 (indiscernible). At that time, suddenly, tug vessel
17 (indiscernible) moved to port side.

18 Q. Okay.

19 A. Yeah. And I -- stopped line abrasion. (Indiscernible) said,
20 be careful, lines. And then --

21 Q. Oh, the line snapped.

22 A. Yeah.

23 Q. Okay. Did it snap back towards the tug?

24 A. I don't remember exactly but --

25 Q. Okay.

- 1 A. -- yeah.
- 2 Q. So they weren't tied up for very long then. How long were
3 they --
- 4 A. No --
- 5 Q. -- did it happen as you were heaving up?
- 6 A. Yeah, yeah. Just start --
- 7 Q. Okay --
- 8 A. Yeah, just start. And then (indiscernible).
- 9 Q. Did you note it, or was there any line in the water before?
10 Was there belly of a line in the water?
- 11 A. Yeah.
- 12 Q. Okay.
- 13 A. Yeah, in the water but after that, tugboat moved to port side
14 with the line is connected.
- 15 Q. Okay. So the line was out of the water when you vesseled
16 into the port side.
- 17 A. Yeah, that's right.
- 18 Q. Did you hear anything on the radio at that time? Were the
19 pilots communicating with the towing vessel --
- 20 A. No --
- 21 [REDACTED] -- you were (indiscernible) anything, but did
22 you, Captain?
- 23 (Crosstalk)
- 24 [REDACTED] No --
- 25 MR. UNG: -- there's no communication with the tugboat.

1 [REDACTED] Okay. The pilots --

2 MR. UNG: Yeah --

3 BY [REDACTED]

4 Q. You didn't hear anything come over the radio?

5 A. No.

6 Q. Okay. Okay. So what happened after the line snapped?

7 A. Then nobody heard so nobody (indiscernible) heaping line
8 again. And tugboat disappears. And after tugboat, they come to
9 our ship. And we changed the heaping line and start trying to --

10 Q. Oh, you have a drawing --

11 (Crosstalk)

12 Q. Oh, perfect. That'd be wonderful. It's very helpful.

13 A. -- this one for -- tugboat, vessel, -- the crew member
14 controlled it here. And crew member (indiscernible). And then,
15 after tied up vessel -- tugboat moving like this. (Indiscernible)
16 here and then, zigzag moving.

17 Q. Okay.

18 A. Yeah. Very dangerous for this situation --

19 Q. Oh, yes.

20 A. -- but is not touching our vessel. (Indiscernible), I don't
21 know what. The pilot (indiscernible) information any other ones.

22 Q. You overheard --

23 A. Just we are checking the -- see the (indiscernible) illegal
24 movement. So we didn't know any other -- what's the problem of
25 the tugs --



Drawing Provided by
First Officer on LNG FUKUROKUTSU

- 1 Q. Okay.
- 2 A. -- just we checked it out any other crew members
3 (indiscernible) injury or not, our vessel touched it or not.
4 First officer report to me, no crew member injured and no touching
5 our vessel.
- 6 Q. Do you have this documented in your logbook when this
7 happened on the bridge?
- 8 A. (Indiscernible) time sheet like that --
- 9 Q. Yeah --
- 10 A. No, no like the (indiscernible) to me.
- 11 Q. Okay.
- 12 A. Yeah. The pilot did not (indiscernible) just we placed
13 another tugboat, and we are proceeding continuously.
14 (Indiscernible) only ten minute.
- 15 Q. Is it possible for me to get the VBR (ph.) data?
- 16 A. (Indiscernible) if you want we can make a copy the video --
- 17 Q. That would be wonderful, yeah, for this time of the transit
18 when this happened. That would really help me, my investigation.
- 19 A. -- print it or copy (indiscernible).
- 20 Q. Okay. Great. Awesome. Thank you so much. Okay. Can I
21 take this copy --
- 22 A. Yeah, yeah, yeah --
- 23 Q. -- so I have this for my notes
- 24 A. -- this one.
- 25 Q. Yeah, this is very helpful. Okay. So was this their bow, or

- 1 was this their --
- 2 A. This is a bow --
- 3 Q. The bow --
- 4 A. -- navy bow. And this is a stern.
- 5 Q. Oh, interesting. So then, they were --
- 6 A. -- did not moving like this, second moving after
- 7 (indiscernible) moving backside. But this is not like this. This
- 8 moving (indiscernible) to port and then, moving to zigzag. Very
- 9 dangerous that situation --
- 10 Q. Yes, definitely --
- 11 A. -- I don't know what's to happen (indiscernible).
- 12 Q. Yeah, it is a tractor tug Z-drives.
- 13 A. Engine trouble or tug line maybe stuck --
- 14 Q. They didn't say that there was (indiscernible) aligned fouled
- 15 up in one of the D-drives, but that's what I'm trying to figure
- 16 out where that line may have come from if this was there bow. And
- 17 this line tensed up before they start or as they were moving.
- 18 And I don't if that line --
- 19 A. -- didn't give any information about this accident, so we
- 20 have no information about that --
- 21 Q. Well, this is very helpful for me. So that's enough
- 22 information that I -- but yeah, it's interesting because, I
- 23 guess -- is he coming back, the first, is he coming back, the
- 24 first mate?
- 25 A. First mate?

1 Q. Is he coming back? The gentleman we --

2 (Crosstalk)

3 Q. Is he coming back?

4 A. -- I'll call him.

5 Q. Well, when he comes back, I just want to ask him a few more
6 questions about the line.

7 A. First officer (indiscernible).

8 UNIDENTIFIED SPEAKER: Was there any (indiscernible)
9 television, camera footage of this incident at all? Do you have
10 any cameras --

11 MR. UNG: No, no. We just (indiscernible) four of the CCPB,
12 can see the situation --

13 (Crosstalk)

14 MR. UNG: I see that time --

15 UNIDENTIFIED SPEAKER: But is it recording at all?

16 MR. UNG: Yeah, yeah, yeah. But it's not recording, just I
17 see the situation at that time --

18 UNIDENTIFIED SPEAKER: But there's no recording of --

19 MR. UNG: Yeah, cannot recording. But I can see
20 (indiscernible) because when dangerous situation so I can
21 always -- look at this one.

22 UNIDENTIFIED SPEAKER: Okay.

23 [REDACTED] I can look to see what vessel they were near.
24 And sometimes we can catch it on their security footage, so I'm
25 probably (indiscernible).

1 MR. UNG: First the moving (indiscernible) he moving like
2 this.

3 INTERVIEW OF LEE SONG UNG

4 BY [REDACTED]

5 Q. Was all of the line out of the water when they moved --

6 A. Yeah.

7 Q. All of it was.

8 A. Not all of it but (indiscernible). Yeah, fortunately it's
9 now --

10 Q. Did any of the line get under the tug that you saw?

11 A. No, I can't see.

12 Q. Okay. (Indiscernible).

13 A. Okay. No problem. All right. So they just started rapidly
14 moving?

15 UNIDENTIFIED SPEAKER: Yeah.

16 INTERVIEW OF JUNG SEOK KIM

17 BY [REDACTED]

18 Q. And when the replacement tug came, what was their movement
19 like? Did they -- they took the line then --

20 A. Yeah, they took the lines. And normally the tugboat is
21 something around here or just move forward. At that time, we just
22 (indiscernible), this vessel moved to the port side of the
23 (indiscernible). So I thought then and stop, stop my operation in
24 ship side so --

25 Q. Was the other vessel, the one that came after this, was there

1 bow facing your bow as well?

2 A. Yeah, yeah.

3 [REDACTED] Okay. All right. And then I guess
4 (indiscernible) at the towing vessel. All right. Well, I think
5 that's all I need from you on the interview side. And what I'll
6 do is I'll get the recording. And it's really all I need from you
7 all. So thank you. I appreciate your assistance with this. So
8 it's very helpful. All right. I'm going to end the recording.
9 What time is it? It's 21 --

10 UNIDENTIFIED SPEAKER: 21:25.

11 [REDACTED] 21:25 on Sunday, August 7th. This is
12 Lieutenant Commander [REDACTED].

13 (Whereupon, at 9:25 p.m. Central, the interview was
14 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 Lee Song Ung and
 Jung Seok Kim

ACCIDENT NO.: DCA22FM035

PLACE: Aboard the *LNG Fukurokuju*

DATE: August 7, 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