

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COLLISION BETWEEN CONTAINER *MSC*
RITA AND F/V *TREMONT*, IN THE NORTH
ATLANTIC OCEAN ON OCTOBER 27, 2022

Accident No.: DCA23FM003

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Interview of: MOSES GONY, Deckhand
Tremont Fisheries, LLC

via Microsoft Teams

Thursday,
November 3, 2022

APPEARANCES:

MARCEL MUISE, Investigator
National Transportation Safety Board

LT [REDACTED] Investigator
United States Coast Guard

DAN FITZGERALD, Attorney
Freehill, Hogan & Mahar LLP

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I N T E R V I E W

1
2 LT [REDACTED] -- shipping company, that's who owned the
3 container ship that you had the collision with and we've got a
4 representative from Tremont Fisheries. So, our purpose of the
5 investigation is to determine what happened, that way the Coast
6 Guard and the NTSB can possibly implement things to prevent
7 something like this from happening again. So, we appreciate all
8 of your cooperation. We just have a few questions for you. Do
9 you have any questions for us before we begin?

10 MR. GONY: No, I don't.

11 LT [REDACTED] Okay.

INTERVIEW OF MOSES GONY

12
13 BY LT [REDACTED]

14 Q. How long have you been on the *Tremont* for?

15 A. Up until the time that it sank, that was my first time.

16 Q. That was your first trip?

17 A. Yes.

18 Q. Okay, and what are your responsibilities on the vessel?

19 A. I'm on the factory floor sorting the fish, packaging it,
20 taking out the freezers, packing the freezer, that whole part of
21 it.

22 Q. Okay, can you tell me what you, personally, experienced the
23 night of the incident, kind of, beginning from -- when did you,
24 kind of, get on your workday? What time was that at -- when did
25 you start your workday, rather?

- 1 A. I start at 2:00 p.m.
- 2 Q. 2:00 p.m., okay, and how late would you normally until?
- 3 A. We would work from 2:00 p.m. until 6:30 in the morning,
- 4 Q. You work from 2:00 p.m. until 6:30 in the morning?
- 5 A. Yes, we were doing 16 hours.
- 6 Q. Okay, did you have any rest periods in between there?
- 7 A. Yes, you rest every eight hours.
- 8 Q. I'm sorry, can you repeat that?
- 9 A. Yeah, you take a break every eight hours. So, at 10:00 was
- 10 my break -- 10:00 p.m.
- 11 Q. Okay, and how long is that break for?
- 12 A. 30 minutes.
- 13 Q. Does everybody on the fishing crew -- on the fish processing
- 14 crew work that shift?
- 15 A. No, we have three different shifts. There were two others
- 16 with me on my shift, so three people on the shift.
- 17 Q. Okay, and what do the other shifts look like?
- 18 A. I believe the two -- 2:00 to 6:30 was my shift, other guys
- 19 would come on at 5:30, 6:00 a.m. until 10:30 p.m. Those are the
- 20 guys that went to bed after I go to break and then other guys
- 21 would come on at 10:30 until 2:00 p.m. So, we sort of overlapped
- 22 each other.
- 23 Q. Okay, so I've got your shift was about 2:00 p.m. to 6:30 the
- 24 following morning, right?
- 25 A. Yes.

1 Q. Then you have another shift at 6:30 a.m. in the morning until
2 10:00 at night. Then you have another shift that kind of
3 overlaps, that's 10:30 at night until 2:00 p.m.?

4 A. Yes.

5 Q. Okay. All right, can you explain to me -- let's start from
6 about an hour before the collision with the container ship. What
7 were you doing during that time and can you walk me through all
8 the way up until you were on the other fishing vessel that rescued
9 you?

10 A. All right, yeah, so prior to everything happening, I was on
11 shift, I was working on the back line. We call it the back line
12 where we're sorting the fish into different sizes and so that's
13 what I was doing and others as well that were on my shift. I
14 believe there were five of us on shift. Yeah, we were just
15 normally working, sorting out the fish, putting it in the bins
16 like we always do until, you know, you feel that impact that
17 something -- that boom sound and throws you off your balance.

18 All of a sudden, you know, we're realizing something happened
19 and Sarah, who was next to us working as well, ran upstairs and we
20 were all left where we were working. Pat, who's one of the guys
21 on ship with me, started running to grab lifejackets and telling
22 everyone to grab lifejackets and ordering some of us to get the
23 guys who were asleep. I went to try to wake up the other guys,
24 but by the time I got there, they pretty much were awake and
25 meeting me and they're opening their doors.

1 So, we managed to get on our lifejackets, we tried to go
2 upstairs, but then -- I mean, tried to go on deck, but we didn't
3 go. So, we sort of just kind of stood there and then Pat said
4 let's go to the galley and wait it out to see what happens. So,
5 we -- all of us went to the galley. We can see Andrew going up
6 and down, running to the engine room, to the deck, you know, but
7 we're still sitting in the galley for, you know, a good minute.
8 Maybe at least 10 or more minutes we're sitting in the galley.
9 Then moments later, two of our guys try to go have a smoke, walk
10 onto the factory floor and that's when they realized there was
11 some water on the factory floor. Then I believe it was Alfred who
12 asked the captain as he's still pacing between the engine room and
13 upstairs, hey, did you turn off the pumps because there's water on
14 the factory floor. Then that's when the captain, you know, ran in
15 there, looked at it, and then ordered all of us to go up on deck.
16 (Indiscernible) and that's when we went up on deck.

17 We still had our lifejackets on, we're standing on deck for,
18 you know, minutes or so -- maybe even 15 minutes or more. We're
19 just standing there with our lifejackets on, waiting for an order
20 from the captain. Then after a while, the captain came back up on
21 deck and ordered us to put on survival suits and so, we did put on
22 survival suits and then just a few minutes after he said put on
23 your survival suits, the engine turned off and then the lights
24 went out. We finished putting on our survival suits in the dark,
25 using flashlights.

1 So, at that point, you're still thinking what's really
2 happening. Personally, I didn't even think this was actually
3 going to go down. So, after we put on our survival suits, I
4 believe that's when we saw the airplane in the air and then
5 moments later, we noticed that there was a helicopter. Then they
6 lowered two guys, I believe they were Coast Guard, in a small boat
7 (indiscernible), made their way to us, and the idea was they were
8 going to take us off three people at a time, I believe. Then they
9 said it would take too long to get everyone off three at a time
10 and so, why don't you guys deploy the life raft, get everyone on
11 there, and then we'll take you over to the other ship. Then
12 Andrew threw the life raft on the water; we all got in there,
13 except for him, and then the Coast Guard dragged our boat to the
14 other fishing boat -- I mean the life raft to the other fishing
15 boat. Then we got onto the fishing boat and, you know, that's
16 pretty much what happened. I'm not quite sure exactly of the time
17 frame, but at least -- it must have been an hour or more from the
18 moment of impact to the time we got to the other shipping boat --
19 fishing boat. That's how I remember it.

20 Q. Got you, okay. I think you mentioned something about a pump
21 shortly after the collision. Can you explain what you're talking
22 about there?

23 A. I believe we have a pump that pumps out the water in the
24 engine room. Like I said, this was my first time on a boat, I'm
25 not really (indiscernible). So, I believe a pump should be

1 working to keep the water out of our factory floor. So, that's
2 when Alfred said hey, did someone turn the pumps off because
3 there's water on the factory floor. So, that's what I remember.

4 Q. Okay, so after the collision, it sounds like you saw the
5 pumps working and pumping water off?

6 A. Yeah, I mean, after the collision when we were putting on our
7 lifejackets, yeah, the factory floor was still looking normal.
8 The engine was still running even when we were sitting in the
9 galley, the captain pacing up and down the engine room and the
10 deck. The engine was still running, all the lights were still on.

11 Q. Okay, at what point did the engine shut off?

12 A. After the captain ordered us to put on our survival suits and
13 maybe three minutes after that, maybe less, the engine shut off.
14 We were on deck by then.

15 Q. Okay, so just to clarify, I'm sorry, while the engines were
16 on, is it your understanding that the bilge pumps were working?

17 A. Yeah, I mean, I assume everything was still working, you
18 know, but I wouldn't know exactly if they were working or not.

19 Q. Okay.

20 A. That's just based on what Alfred was saying as a result of
21 water on the factory floor. He was saying did the pump turn off
22 because there's water on the factory floor. There shouldn't be
23 water on the factory floor.

24 Q. Got you, okay. You mentioned that the captain gave a couple
25 of different commands during this time. Who are you referring to?

1 A. Andrew.

2 Q. Okay, is Andrew your direct supervisor?

3 A. In my understanding, he was the boss of everything.

4 Q. I'm sorry, can you repeat that?

5 A. I think he was the boss of everything. Yeah, he's the one
6 who usually, you know, gives directions for anything. He did say
7 in the beginning, when we first got on the boat, that he was the
8 top leader and if anyone has any questions, has any issues, come
9 to him. If you cannot find him, you can then go to Sarah. If you
10 cannot find Sarah, then there's Jimmy (ph.) and Jimmy was one of
11 the guys on there. So, that was the order he gave us in the
12 beginning at the first meeting before we went out fishing. So,
13 yes, sometimes you can talk to Sarah on the floor when you're
14 working if you have anything urgent on hand or anything like that.

15 Q. Okay, how often did Andrew and Sarah work with you all down
16 in the factory?

17 A. Andrew, not as much. Sarah is the one who would come down to
18 help us out once in a while, you know, so, yeah, Sarah works down
19 there quite a lot. She helps to sort the fish, pack, and all
20 that.

21 Q. Okay, so when Sarah was down in the factory, Andrew was on
22 watch. So, was Sarah working down in the factory more than
23 Andrew, I think you said, why do you think that is?

24 A. Because Andrew was usually responsible for, you know, putting
25 the net in the water, hoisting the net, you know, everything up

1 there on deck. So, whenever -- yeah, it was only Sarah that I've
2 seen in the line with us working. Andrew comes and checks the
3 quality of the fish, and our measurements, and all that
4 conditions, but doesn't stay long. Sometimes he goes to the
5 engine room to fix anything else around there. But it's mainly
6 Sarah that would come and actually help, you know, work with us.
7 She was next to me, sorting fish with me, when the impact
8 happened -- Sarah was.

9 Q. Okay, and what were you all fishing for that trip?

10 A. We were fishing for squid.

11 Q. Squid?

12 A. Yeah.

13 Q. All right, did you ever hear any conversations regarding a
14 gyrocompass up on the bridge?

15 A. A what?

16 Q. Did you ever hear any conversations regarding a
17 gyrocompass, a piece of equipment, up on the bridge?

18 A. No, I wouldn't even know what that is.

19 LT [REDACTED] Okay.

20 All right, Marcel, do you have any follow-up questions?

21 MR. MUISE: I do not. Thank you, though.

22 MR. FITZGERALD: All right, thanks, L T.

23 BY MR. FITZGERALD:

24 Q. Real quick, Moses, can we get the spelling of your last name?

25 A. Yeah, G O N Y. G as in the letter girl, O N Y, Gony.

1 (Verbatim)

2 Q. Great, thanks, Moses. So, Moses, the only two people who
3 stood the navigation watch, that was Andrew and Sarah, correct?

4 A. Correct.

5 Q. All right, and your understanding is Andrew was the captain
6 of the *Tremont*, right?

7 A. Yes.

8 Q. And Sarah, what was she? Was she the mate?

9 A. I assumed she was second in command to Andrew according to
10 that first meeting and according to how everything worked, you
11 know. I didn't really know.

12 Q. Okay, but you said Andrew --

13 A. (Indiscernible) Yeah, all I knew is that if I didn't find
14 Andrew for something, I can go to Sarah.

15 Q. Right, but you said Andrew was the boss of everything, right?

16 A. Yeah, I mean, you know, he's the one who's telling us this
17 and that and everything.

18 Q. Okay, let me ask you did you ever go to Andrew with any
19 problems?

20 A. Yes, I'm pretty sure I have, I just can't remember what.

21 Q. And problems regarding --

22 A. Maybe small injuries or whatever.

23 Q. I'm sorry, what did you say?

24 A. Maybe, like, small injuries, pain, or whatever, or if you
25 need, like, Gatorade, you know, we have access to Gatorade and

1 energy drinks in his room. Not really injuries, but just if you
2 need something.

3 Q. Okay, Moses, as a result of the collision, did you sustain
4 any injury?

5 A. No, not as a result of the impact, no.

6 Q. Okay, who hired you, Moses?

7 A. I believe Andrew. Pretty much Tremont Fisheries, but yeah,
8 Andrew did.

9 Q. So, Andrew was the one who interviewed you and he made the
10 decision to hire you?

11 A. Yes, we had really -- we pretty much just signed a contract
12 to come out and do the 65 days fishing contact. But it was Andrew
13 that I spoke to on the phone who got me a plane ticket to
14 come -- to fly out there. So, yeah, I'm assuming Andrew is the
15 one who hired me.

16 Q. All right, and you received emails from Andrew?

17 A. Mostly text messages.

18 Q. Okay, and then you signed a contract, was he identified as
19 the captain on the contract? Do you have a copy of that contract?

20 A. I don't think he was -- I don't have a copy of that contract,
21 he has the only copy. But I don't remember him being named in the
22 contract. I read a good amount of it. But it says -- my contract
23 was with Tremont Fisheries according to that paper and there was
24 no name on there. I guess you would say brought in through an
25 employee of Tremont Fisheries. I believe that's how it was

1 worded.

2 Q. Got you, Moses, how long have you been working in the fishing
3 industry?

4 A. This is my first time.

5 MR. FITZGERALD: First time, okay. Thanks.

6 I'm all set here.

7 LT [REDACTED] All right, any last questions on the line?

8 UNIDENTIFIED SPEAKER: Nothing by me.

9 MR. MUISE: No, thank you.

10 LT [REDACTED] All right, Moses, thank you for being with us here
11 today. We appreciate the cooperation and do you have any
12 questions for us before we let you go?

13 MR. GONY: No, I don't. Thank you.

14 LT [REDACTED] All right, I think I heard no.

15 UNIDENTIFIED SPEAKER: I think he said no.

16 MR. GONY: Yeah, no, I don't have any questions.

17 LT [REDACTED] All right, sir, thank you again and take care.

18 (Whereupon, the interview was concluded.)

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CERTIFICATE

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


IN THE MATTER OF: COLLISION BETWEEN CONTAINER *MSC RITA* AND F/V *TREMONT*, IN THE NORTH ATLANTIC OCEAN ON OCTOBER 27, 2022
Interview of Moses Gony

ACCIDENT NO.: DCA23FM003

PLACE: via Microsoft Teams

DATE: November 3, 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.



Carolyn Hanna
Transcriber