

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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GROUNDING OF VESSEL *JUNGJUK* *

NEAR ANCHORAGE, ALASKA *

Accident No.: DCA23FM033

ON MAY 25, 2023 *

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Interview of: TOBY HARTILL, Captain
Jungjuk

Via telephone

Thursday,
July 20, 2023

APPEARANCES:

DEREK JOHNSTON, Marine Accident Investigator
National Transportation Safety Board

██████████, Investigator
USCG Sector Anchorage

I N D E X

ITEM

PAGE

Interview of Toby Hartill:

By [REDACTED]

5

By Mr. Johnston

22

I N T E R V I E W

1
2 MR. JOHNSTON: The recording is started. Again, Derek
3 Johnston, NTSB. On the line I have Captain Toby Hartill, the
4 Captain of the *Jungjuk*.

5 Sir, do I have your permission to record this interview?

6 CAPT HARTILL: Yes, sir, you do.

7 MR. JOHNSTON: Okay. [REDACTED]

8 [REDACTED] You want my permission as well?

9 MR. JOHNSTON: No. Did you have anything else to add before
10 we got started?

11 [REDACTED] Oh, no, I'm ready to go. Is just -- is Toby
12 here now and the other two step aside, or all three still --

13 UNIDENTIFIED SPEAKER: We're --

14 [REDACTED] -- within speaker --

15 UNIDENTIFIED SPEAKER: Were all three right here in the
16 wheelhouse, so.

17 UNIDENTIFIED SPEAKER: Yes, sir.

18 [REDACTED] Derek, do you want to add them to the same
19 recording, and just keep the whole thing rolling, or do you want
20 to do this three separate times?

21 MR. JOHNSTON: It's going to be easier to parse it up into
22 three separate interviews. So we can interview the captain, and
23 then we'll end the recording, and then do the next interview and
24 so on.

25 [REDACTED] Okay. Well, none of this information is

1 secret type stuff, and if you would like your crew to sit in, you
2 can just sit there, and we'll just pass the phone from one
3 crewmember to another.

4 CAPT HARTILL: Yeah, no, the -- we're all family here. So we
5 were all there, and we all know how it all went down.

6 [REDACTED] Okay. Well, that's actually helpful to get
7 more than one side of the interview. Because like I said, I know
8 that Kodiak has talked to you Toby, a couple of times, and the
9 primary reason for us is that I pretty much relieve [REDACTED] of the
10 Coast Guard side of the investigation and because he's --

11 CAPT HARTILL: Okay.

12 [REDACTED] -- he's a detachment supervisor, and has many
13 more hats to wear as a supervisor than I do just as actually
14 investigator. That's all I do. So we'll just add it to my pile
15 instead of his. So that's why --

16 (Simultaneous comments.)

17 CAPT HARTILL: -- to work with.

18 [REDACTED] Well, that's good MR. SMITH: Yes.

19 [REDACTED] Okay, thank you very much.

20 INTERVIEW OF TOBY HARTILL

21 BY [REDACTED]

22 Q. Okay, I have your work-rest histories for all of you. So I
23 don't need a lot of detail on your experience, but just to
24 summarize, Toby, that you have been on this vessel, the *Jungjuk*
25 --

1 A. *Jungjuk?*

2 Q. Yeah. Since it was delivered in January of '23.

3 A. Well, I started back in March 22 in the shipyard, the
4 building of the boat. So I've been with this boat since the day
5 it was berthed. So --

6 Q. Okay. Well, it's always nice to see how it's put together.
7 It gives you a little bit --

8 A. Yeah.

9 Q. -- better insight to all the intricacies of the operation.

10 A. Yeah --

11 (Simultaneous comments.)

12 A. Go ahead.

13 Q. I was going to say on your work-rest you said 30 plus years
14 in the industry, but I have access to a database that shows your
15 credential history. It looks like your first credential was back
16 in May of 20 -- 2002.

17 A. Yeah.

18 Q. So you're not quite 30 years credentialed. So you got, what,
19 10 years maybe starting out on fishing boats when you were a kid?

20 A. Yeah, yeah.

21 Q. Okay. Okay. That makes sense. Just trying to make the
22 numbers match up.

23 A. Okay.

24 Q. And then as a master of towing, how long have you held that
25 position?

1 A. Since 2004, 2005 is when I was starting off.

2 Q. Okay. And just in general how, how does the tug and barge
3 handle in your experience? This your first time on an ATV?

4 A. No. I for the last (indiscernible) 2018, I was running
5 (indiscernible) ATVs. This thing handles like a dream compared to
6 the other --

7 Q. Okay. Well, that's good. All right. So we'll get right
8 into it. I know the ship came up from the lower 48, and this
9 voyage in particular originated in Kodiak, but how did you -- once
10 you got into Alaska and western Alaska AOR did you pick up cargo
11 in Anchorage and then head west or, or how was the barge
12 originally loaded?

13 A. We left Louisiana then got to Bellingham, Washington, loaded
14 cargo, and went up (indiscernible) to Seward, and dropped it off
15 there, and then we sat there for couple weeks I think, went
16 (indiscernible) then we loaded cargo, and then headed out to
17 Platinum, and dropped that off, and then did a couple runs between
18 Kodiak and then was heading back to Seward when this --

19 Q. Okay. And you still had some cargo onboard or was it empty
20 containers or was the barge empty?

21 A. We had -- couple, a couple loaders, couple containers.

22 Q. Okay. And --

23 A. Nothing --

24 (Simultaneous comments.)

25 Q. Yeah. When the barge is fully loaded from your position in

1 the wheelhouse how is the view out over the bow? Is it a couple
2 hundred yards, couple hundred feet? How far can you see in front
3 of you?

4 A. Well, in front of the ramp you don't see much, maybe, what do
5 you think? Yeah, when it's (indiscernible) you don't see real
6 well. We got the big old ramp, but --

7 Q. I forgot --

8 (Simultaneous comments.)

9 Q. -- about the ramp. Okay.

10 A. Yeah. So around the side views you have really good
11 visibility actually. So I'd say -- when I came (indiscernible)
12 into the Dolphin chair around the (indiscernible) and stuff,
13 within 25 feet I can see the Dolphin, but we had -- when we're
14 traveling the ramp is up.

15 Q. Okay. This is side tracking that has nothing to do with the
16 investigation for this one, but just out of curiosity when you
17 come into Nome are you still pushing or do you come alongside or
18 do you need assistance from one of the smaller tugs in Nome?

19 A. No. We stay in the pens and no assist boats.

20 Q. Well, that's nice. I know --

21 A. Yeah.

22 Q. -- some of the other operators are probably envious of that.

23 A. Yeah. It's very better than a tow wire or a push --

24 Q. Yeah.

25 A. -- tow wire.

1 Q. Right. Okay. I see from your interview with, with
2 Mr. Millard (ph.) that your typical watch is 12 on 12 off.

3 A. Yeah, but we have kind of reworked those around to 8 and 4; 8
4 on -- 4 on 8 off.

5 Q. Okay. But you guys are staying under your work-rest
6 requirements though, right?

7 A. Yes, sir. Yes, sir.

8 Q. Okay. That's important. And then on your -- on the COI, I'm
9 not sure I have a copy in front of me, how many -- there it is --
10 you are allowed nine persons, and do you have -- at the time of
11 this incident there was six, I believe. Is that typical of your
12 manning when you're doing the long distance routes?

13 A. Yep. Usually it's six on this boat, sometimes five, but
14 mainly this year we had six. So I think we only have five now,
15 right?

16 UNIDENTIFIED SPEAKER: Yeah.

17 BY [REDACTED]

18 Q. Does that in your opinion cover the, the work plus the work-
19 rest and the time off and the watches and all that? Do you feel
20 that --

21 A. Yeah. It's --

22 Q. -- scale is appropriate?

23 A. I think so because right now we're just doing gravel. So,
24 you know, of we're doing cargo it would be nice to have that other
25 person, but now that we're just doing gravel it's five is fine

1 because everyone does their watches and goes to bed. We're not
2 offloading it ourselves or -- we have people on the beach side
3 doing that.

4 Q. Okay. And you're in Nome today to load more gravel or are
5 you just --

6 A. Yes.

7 Q. -- waiting for weather or --

8 A. We got loaded this morning, and then (indiscernible) we had
9 this interview. So we're just kind of hanging out 'till you are
10 wrapped up with us.

11 Q. Okay. And then your destination is -- where is your gravel
12 contract?

13 A. Shishmaref, Alaska, up in -- what's that up there
14 (indiscernible)?

15 Q. I know of it. I have never been there. So wish you luck on
16 that trip. Is that for the next month or so or how long you
17 working that?

18 A. Well, we are going to drop this load off in Shishmaref, and
19 then headed to Kotzebue which is another nine miles east.

20 Q. Okay. Another contract there or are you just going to sit
21 there and wait for the next one? You still there, Toby?

22 MR. JOHNSTON: I think we may have lost him.

23 [REDACTED] Yeah, sounds like it. I was just about to ask
24 you if you were still here and --

25 MR. JOHNSTON: Yeah.

1 [REDACTED] I -- my phone -- he can call back.

2 Hello. Hello. Toby?

3 MR. JOHNSTON: [REDACTED] are you still there?

4 [REDACTED] I'm here.

5 MR. JOHNSTON: Okay. It looks like he has dropped off.

6 [REDACTED] Well, I think if he calls back the number with
7 the pass code he should be able to get back in, right?

8 CAPT HARTILL: Hello.

9 [REDACTED] We don't have to start over.

10 MR. JOHNSTON: He's back.

11 BY [REDACTED]

12 Q. Is that you Toby?

13 A. Yes, sir.

14 Q. Hey.

15 A. I don't know what happened. I could hear you guys clear as,
16 clear as day.

17 Q. Oh, really?

18 A. Yeah. I heard him say, someone say he can call back, which
19 is what I did. So --

20 Q. Yeah, that was me. Okay. Well, tell me about the, the
21 voyage from Kodiak to -- well, why -- what is in Marmot Bay
22 (indiscernible) Cove that you were actually going there for? What
23 was the purpose?

24 A. We have a rock pit there, and we were dropping off gear for
25 another vessel to pick up on our way by when we were heading to

1 Seward. So we were dropping some cans off there for those guys to
2 grab, then we were heading to Seward.

3 Q. Okay. So the original intent was just go in, drop gear, and
4 depart right away?

5 A. Yes. Yes, sir.

6 Q. How about --

7 UNIDENTIFIED SPEAKER: And also --

8 (Simultaneous comments.)

9 A. -- reminded me there was some weather coming so we were just
10 going to hang out in there until the weather cleared for a couple
11 days.

12 Q. Okay. All right. Do you recall what the tide was doing at
13 the time as you were coming into the Bay? Was it --

14 A. It was falling. I do remember that.

15 Q. Okay. And then I know [REDACTED] had asked, and you told him that
16 you have the coast pilot, but you didn't reference it. But in the
17 coast pilot it talks about a rock in the middle of the cove.
18 That's the big one right in the middle between the point and the
19 bluff, right, not the, the one that's out a little bit further
20 that somehow you managed to find with the barge?

21 A. Right.

22 Q. Okay. I just wanted to make sure it wasn't the really big
23 one that's there.

24 A. No --

25 Q. So Drew had sent us (indiscernible) your SMS documents or

1 your HSEs or whatever you like to call them. And in there, and
2 also in the C.F.R. for Subchapter M, it talks about navigation
3 assessments.

4 A. Yes.

5 Q. So can you tell me what your understanding of that is?

6 A. From what I understand it's what -- my handing off of the,
7 the (indiscernible) there or vice-versa, correct?

8 Q. To simply put it yes. According to your policy there's some
9 kind of form or document that's completed by the oncoming watch.

10 A. Yeah.

11 Q. Is that how you guys are working it?

12 A. Yeah, yes, sir.

13 Q. And there's a form, and what is that -- what is in that form
14 that you're actually verifying? Is it routes or charts or vessel
15 status or --

16 A. Yeah --

17 Q. -- what exactly is in that --

18 A. There's weather in there, currents, oh, help me out here
19 Chatham.

20 MR. LEE: Nav (indiscernible).

21 CAPT HARTILL: Yeah, Nav (indiscernible) operation. There's
22 a radio thing in there, BTS, and air drafts, long transit --

23 BY [REDACTED]

24 Q. Okay. So is it a fill-in-the-blank kind of document or is it
25 a check yes, no, go, no go type document? Or what exactly? I've

1 not seen one. That's why I'm asking.

2 A. It's a check yes, check yes or no box.

3 Q. Okay. And then so if something should be a yea, and it's a
4 no, then you have the off-going watch explain it to oncoming watch
5 what the status is or how that occurred, whether there's another
6 corrective action report or other document that's got to be sent
7 to management, all that stuff, right?

8 A. Yes. (Indiscernible) well, the way I understand it is if I
9 don't pass that on or whatever to the oncoming watchman then it
10 could be no or, you know. If there's (indiscernible) for weather
11 so, yes, we, you know, I explained it that, you know, we don't
12 have (indiscernible) up here. The density of traffic is pretty
13 nil all the time. So there's -- and then, of course, we always
14 pass off the weather. So it's always marked yes, and it's -- if
15 it's important we'll write in (indiscernible) like when we're
16 doing this run down here [REDACTED] is bunch of debris fields.
17 So navigation hazard put in there, you know, watch out for debris
18 fields, just something like that.

19 Q. That's good. Okay. Yeah, that's good. Okay, well, that
20 makes sense. All right and the 2692 that you filled out said that
21 (indiscernible) was about 11 o'clock. So was visibility good that
22 day?

23 A. It was probably the nicest day Kodiak has seen in 100 years.
24 It was crystal clear, warm, not a breath of wind. So this was
25 just a -- I don't know how I missed it, but I -- I didn't really

1 miss -- when I was plotting my course in there I missed it.

2 Q. Yeah. So I, what, what I have is, is [REDACTED] wrote up a summary
3 of your interview, but I also have the two 2692s that you
4 submitted. So just to -- so I understand what it is that you're
5 actually trying to say, I think the first one you said you were
6 doing soundings and check (indiscernible) Cove using Vector Chart
7 (indiscernible) doing six, seven knots. Rock is marked on Raster
8 but not Vector. Appears to hold center or barge. And then the
9 next one you said I went back and did a route survey. Noticed my
10 first report was inaccurate and, in fact, the rock I struck was
11 chartered, failed to see the rock marked with an asterisk, missed
12 it when I plotted my route. So were you using the charts or were
13 you using Rose Point or what was it --

14 A. I was --

15 Q. -- you were using?

16 A. I thought -- I was using a Rose Point, and when we were going
17 in there, I plotted my route in there, and, you know, we're always
18 sounding and stuff, and so and it was marked with an asterisk
19 sign, and I didn't see it. It's after we got, after we got all
20 tied up and stuff I went back through and sure as shit it was
21 there. So I resubmitted it. And then I also did some more
22 digging on those Vector Charts later on that I was not aware of.
23 I went back in on the charts, on the Vector Chart, and there was
24 the rock was highlighted in a big old pink circle with a cross in
25 there, and I was like that wasn't there before. So there was some

1 kind of, some kind of a setting in the chart displays on Rose
2 Point that can't be changed, and takes that highlighted -- all the
3 dangerous boundaries away, and that was not highlighted. It was
4 definitely not highlighted, and just, I don't know how I missed it
5 when I was --

6 Q. So that's something in the Rose Point app or something on
7 your bridge equipment, or how did that get --

8 A. Yeah. It --

9 (Simultaneous comments.)

10 Q. -- turned off the Rose?

11 A. Yeah. It's in the Rose Point app. See, once we got back to
12 Seward I went (indiscernible) for three weeks, and we had a
13 technical guy come on and reboot everything, and (indiscernible)
14 our electronics. So he might have -- like reset button or
15 something, but it brought it back, and but you can't click the
16 dangerous boundaries off (indiscernible) highlighted stuff will go
17 away. So I know it's not an excuse, but I did not know that was
18 in the -- that was in the thing, the Vector --

19 Q. Well, it probably sure would have helped if --

20 A. Yeah. I mean --

21 (Simultaneous comments.)

22 Q. It would have gave you that warning, right?

23 A. Exactly, exactly, yeah. And with the little asterisk sign,
24 you know, I'm pushing 50, and I don't know, I just, I missed it,
25 and I don't have any other excuse, but I just didn't see it.

1 Q. I understand that. No, I mean, the whole purpose of it is to
2 do exactly what you're doing is to drill down into -- and, sure,
3 you admittedly made a mistake, and mistakes happen, but there was
4 something, and this sounds like the something that we needed to
5 find that could have prevented the accident was to -- and I don't
6 know if it's something we need to add to your check sheets or put
7 it on your, your assessment somewhere in there that if it's just
8 a, a simple button that's either on or off or, like, on your
9 iPhone you swipe it green or gray, and it's that easy to turn on
10 and off then, one, it could be a problem with Rose Point app
11 itself; or, two, it's just something that you need to do to your
12 onboard procedures to make sure that that is always on.

13 Especially when you're in the tight navigating. Open ocean nobody
14 cares because you're not going to hit anything you don't see,
15 well, you're not going to hit, but, you know, when you're going
16 into a cove like that where you maneuver it, you definitely want
17 to know if there's a hazard picked up on the chart. So I'm glad
18 you guys cove into that and found it. But did the tech -- say
19 that somebody had inadvertently turned it off or --

20 A. No. They --

21 (Simultaneous comments.)

22 Q. -- ever since commissioning?

23 A. I think it's been off ever since commission because I have,
24 you know, I've been using Vector Charts since we left Louisiana,
25 and I have not seen that big old, the big old pink X's or anything

1 on the chart, and I -- but I can guarantee you one thing that I, I
2 have not stopped investigating myself. So it's still going -- I
3 still go over this in my head. So --

4 Q. Well, that's good. Okay. Well, that, that makes a lot of
5 sense or, or a lot more sense now on, on the possibilities of how
6 this occurred. So okay. Well, I appreciate that insight. And
7 then for -- where did the \$500,000 come from? Was that Drew
8 talking to Steve or was that ABS said it or do you have any idea?

9 A. I just put it down. Oh, you have -- I got \$500,000 -- did I
10 write that in there? Did you?

11 Q. No. No.

12 A. No, I don't --

13 (Simultaneous comments.)

14 Q. It's not on, no, it's not on your 2692, but I think when Drew
15 McIntyre reported to the Coast Guard, I think [REDACTED] because it
16 was in his area of responsibility, asked McIntyre, okay, we
17 acknowledge the grounding. Was there damage? Yes, there was
18 damage. Okay. How much do you estimate the damage to be? And
19 that's what he came up with that number, I think.

20 A. Oh. I know [REDACTED] asked me, and I said it's going to be more
21 than 500,000, probably closer to a million. And that was before
22 -- Catalyst Marina is the one who gave Drew the number. But I
23 know [REDACTED] got me, and I said I know it's going to be more than
24 500,000.

25 Q. Okay. Did you leave right away when the barge got to Seward

1 or did you at least stick around long enough to crawl in there and
2 see how much the damage was?

3 A. I stayed until the barge -- out of the water and they were
4 cutting on it, and then I had a -- my, my father-in-law was
5 passing, so I went home to be with my wife --

6 Q. Sorry to hear that.

7 A. -- but I was home or I was in Seward for what, five days or
8 so?

9 Q. Okay.

10 A. Five, six days before I went home.

11 Q. Yeah. So you saw Aaron Wrightoff (ph.) from the Seward
12 office come by?

13 A. No. I was (indiscernible) before him. He came by. I was
14 kind of a wreck. So I didn't really go over to the barge much. I
15 was an emotional wreck.

16 Q. Yeah, understandable.

17 A. I've never, never been involved in anything like this before.

18 Q. You have an extremely clean record for doing what you do,
19 especially up here in Alaska, and going to places where some of
20 these jobs that you get I'm sure that the waterway is uncharted,
21 the water's dirty, it's shallow. No, I appreciate what all you
22 guys do in Alaska moving cargo around. But getting back to your
23 statement where you say you were doing soundings. So is that with
24 somebody on the barge or is that in a skiff or how, how are
25 soundings done normally?

1 A. We, so we have this program on here that maps -- called
2 TIMEZERO, and it maps the, the (indiscernible) for us. So we were
3 mapping as we were headed in there, and going to map the whole
4 dock and stuff. We have a big, big job coming up, and they wanted
5 us to map the whole cove area, and I just found it before we got a
6 chance to actually chart.

7 Q. So you were actually doing NOAA's work for them charting the
8 cover that's not actually charted.

9 A. Yeah. Well, we do a lot of jobs, you know, on these rivers
10 that aren't charted. So it's -- we make kind of our own charts.

11 Q. Sure, exactly. And that's what you were doing?

12 A. Yeah. So we were getting ready to do that since we were
13 going to be there anyway.

14 Q. Okay.

15 A. Because that --

16 Q. And --

17 (Simultaneous comments.)

18 A. -- been in serve for a long time, and right off the dock, you
19 know, they've been dropping rocks over there for years. So --

20 Q. And taking this tug and barge into that cove was this the
21 first time, second time?

22 A. First time, first time.

23 Q. Okay. How about any tug and barge into there?

24 A. Whenever --

25 (Simultaneous comments.)

- 1 Q. -- barge before?
- 2 A. No, I never have been. I never have been.
- 3 Q. Okay. Okay. I think that's kind of touched everything that
4 I wanted to talk to you about. I'm sure Drew has got a couple of
5 follow-up questions, and then we'll jump to the other crew. Have
6 you guys got a departure time you're looking at? Is it weather
7 dependent?
- 8 A. No. By 1300 or something maybe or --
- 9 Q. Okay.
- 10 A. -- whenever we're done here.
- 11 Q. Yeah, okay --
- 12 (Simultaneous comments.)
- 13 A. -- basically --
- 14 Q. -- loaded and ready to go? Just waiting for us?
- 15 A. Correct. So --
- 16 Q. Okay.
- 17 A. But I told the harbormaster that I had this interview, and
18 he's okay with it. So --
- 19 Q. Is that still Lucas Stotts?
- 20 A. It is.
- 21 Q. Okay. It's been a -- it's been several years since I've been
22 to Nome, but, yeah, I know Lucas back when all those gold traders
23 first arrived in town. I came up there scratching our heads going
24 what the heck are we doing with --
- 25 A. Yeah. Well, you're not the only one.

1 Q. Yeah, exactly. Well, as long as they stay out of your way
2 that's, that's the main concern.

3 A. Yeah. It seems like they weeded out the really bad ones.

4 So --

5 Q. Yeah, yeah. They're kind of a self-regulating industry.
6 They take care of themselves, and either sink or go out of
7 business, and we're, we're happier when they go out of business
8 and everybody walks away.

9 A. Yeah.

10 [REDACTED] I'm going to go ahead and pass this off to
11 Derek, and see what he's got to ask you.

12 CAPT HARTILL: Okay.

13 MR. JOHNSTON: Cool. Thanks [REDACTED]

14 BY MR. JOHNSTON:

15 Q. Thanks Captain. We'll try and be quick. I don't want to
16 hold you guys up. You all got real work to do. Just a couple
17 questions about the towing boat. Was it -- it has two engines,
18 correct?

19 A. Three.

20 Q. Three engines. How much horsepower?

21 A. 1800, 600 a piece.

22 Q. And how many props does it have?

23 A. Three.

24 Q. And those are fixed pitch?

25 A. Yes.

- 1 Q. Okay.
- 2 A. You said fixed pitch, right?
- 3 Q. Fixed pitch.
- 4 A. Yes, pitch.
- 5 Q. Okay. I know the boat was new, but were there any
6 maintenance issues with the boat that were ongoing?
- 7 A. No. This boat is -- I don't even want to say it, but it's
8 been very minor, minor issues for a brand new boat.
- 9 Q. That's good. And you had radar?
- 10 A. We have two radars.
- 11 Q. What were they, what were they set to on that day?
- 12 A. Usually -- we just came out of Whale Pass. I'm sure I had
13 one at like one mile and probably one at three miles.
- 14 Q. Okay. You may have already answered this, but do you
15 remember what the current was, was doing at that time?
- 16 A. It was, yeah, it was falling.
- 17 Q. Okay. When you say falling what does that mean?
- 18 A. That -- just the tide was going down.
- 19 Q. Got it. Okay. Was the -- this might be a silly question,
20 but the rock was it visible above the water or was it submerged?
- 21 A. It was submerged.
- 22 Q. Okay. Could, did you -- could you see it before, before you
23 guys touched it or was it --
- 24 A. No. I had no idea there was a rock there 'til we found it,
25 and that's what I told [REDACTED] at the Coast Guard. I won't trying to

1 be a hero or cut corners. I just had no idea it was there.

2 Q. Yeah. Did any -- did you get any alarms on the Rose Point
3 like leading up to it?

4 A. No.

5 Q. No.

6 A. -- I did not.

7 Q. And you said -- what time did you take watch that day?

8 A. I took watch at 0600.

9 Q. Let's see. Were you -- was the vessel on autopilot at the
10 time?

11 A. No. I had it on hand steer because I could see the landing.
12 I was looking at the landing, and I (indiscernible) approached the
13 landing so I had it on hand steer.

14 Q. Yeah. You guys were coming in, right? Yeah.

15 A. Yes.

16 Q. And then who was, who was on watch with you at the time?

17 A. My engineer was on watch. I just had woke everybody up. So
18 Chatham Lee was in the wheelhouse with me. He just walked in the
19 wheelhouse, and we were talking about the landing, and my engineer
20 and the deckhands were on deck getting the deck ready, getting
21 ready to lower the ramp.

22 Q. And when did you -- you said you made the route. When did
23 you make the route?

24 A. I made the route, shoot, probably a day or two before --
25 probably two days prior. We had just got through False Pass. Is

1 that right? Took us, what, day and a half -- False Pass, Junn?

2 MR. STEPHENSON: Yes.

3 CAPT HARTILL: Maybe two days from False Pass.

4 MR. STEPHENSON: Yeah.

5 BY MR. JOHNSTON:

6 Q. When you made that route -- I'm not too handy with Rose
7 Point, but I was playing around with it this morning. When you
8 made the route, and you loaded the route, did you get any sort of
9 obstruction warning or anything that popped up?

10 A. No.

11 Q. And do you remember -- do you know the name of the setting
12 that was turned off that showed the, the shallow hazards?

13 A. Yes. Give me one second here. I'll pull it up real quick
14 like. It's like dangerous -- let's see here. Only take me a
15 second to find it. So you go to -- Vector Charts. Go to
16 settings. Go to -- it's chart displays. Go to Vector Chart
17 displays, and it was Isolated Danger Symbols.

18 Q. Huh. Okay. And you said -- so that had -- so when you took
19 delivery of the boat you don't think -- you think that was off
20 when you took the boat for the first time?

21 A. Yeah. Because it was -- if you show a rock on a -- that
22 particular rock, probably a whole lot more, it was, like I said,
23 kind of bright pink, bright pink circle around it, and with a
24 cross -- in the middle of it. And if you take that off, if you
25 unclick that isolated dangers it goes away.

- 1 Q. Oh, okay.
- 2 A. So.
- 3 Q. Yeah.
- 4 A. I'm looking at a chart right now it's five and a quarter
5 rock, five and a half, or five and a quarter fathom rock. You
6 click that where without it, it's just a -- circle, and then you
7 click on that, and now it's big pink X on it.
- 8 Q. Yeah, and it sticks out.
- 9 A. And over here on the bank it shows it took another asterisk
10 sign, and that's -- I know in my heart in my mind that that -- if
11 that box would have not been checked there's no way I'd missed
12 that.
- 13 Q. Yeah. And did you, did you plan, did you plan the route on,
14 on the same Rose Point system?
- 15 A. I did.
- 16 Q. Yeah.
- 17 A. Um-hmm.
- 18 Q. And then when you went back --
- 19 A. I found this -- I just found the setting just about a week
20 ago.
- 21 Q. Where did you -- you said you went back, and were able to see
22 it where, where it was marked. What chart were you looking at
23 then?
- 24 A. The Vector Chart.
- 25 Q. Okay.

1 A. And so I went back just to replay it in my mind. I went back
2 using the same chart, and I was like, well, no way they updated
3 this chart that fast. So I started doing some research, and
4 digging into Rose Point, I found that setting.

5 Q. Do you know, and it's okay if you don't know it off the top
6 of your head, and I apologize my -- for my Rose Point ignorance.
7 Do you know the name of the version of the chart you were using?

8 A. Oh, the -- of the chart? You want the chart number I was
9 using?

10 Q. Yes, if you have it handy, yeah.

11 A. Yeah, we'll have it. Just give me one second here. It's
12 over here. Right click. Marmot Bay and Kupreanof Creek.

13 Q. Okay. Let's see. I was looking at when you met with
14 [REDACTED] they said you -- when you guys
15 left Kodiak you were at anchor for three days; is that, is that
16 right?

17 A. Yeah. So when we were -- we were in Platinum for a couple,
18 three days. We were in Kodiak for 24 hours. So we had a lot of
19 down time waiting for tides and stuff and weather.

20 Q. Okay. You were waiting out the weather?

21 A. Yeah.

22 Q. Yeah. And then --

23 A. In Kodiak we were waiting for tide.

24 Q. Yeah. I just had -- I just have one more question about in
25 one of the other statements with the lieutenant it said you --

1 were you, were you switched -- you switched the route kind of
2 right before kind of going into the, the Cove?

3 A. Yeah. So my other boss told me to make sure I go onto his
4 route, and he came in (indiscernible) yeah, I was on my route, and
5 he told me to make sure I stay on his route so I don't hit the
6 other rock that's inside there.

7 Q. Oh.

8 A. And so I moved from his route -- my route to his route, and
9 which happened to be right in between our two routes there.
10 Because I was coming in from the west. So --

11 Q. When you loaded that new route, did you get any alerts or any
12 kind of alarms or anything talking about obstructions?

13 A. No, sir.

14 Q. No.

15 A. No alarms ever.

16 MR. JOHNSTON: Huh. Okay. Let's see. I think that's all
17 the questions I have. Again, thank you guys.

18

19 [REDACTED] Are you thanking me or you want to ask -- move
20 on to Chatham?

21 MR. JOHNSTON: Sure. Let me, let me stop my recording.

22 (Whereupon, the interview was concluded.)

23

24

25

CERTIFICATE

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

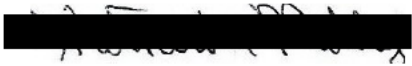
IN THE MATTER OF: GROUNDING OF VESSEL *JUNGJUK*
 NEAR ANCHORAGE, ALASKA
 ON MAY 25, 2023
 Interview of Toby Hartill

ACCIDENT NO.: DCA23FM033

PLACE: via telephone

DATE: July 20, 2023

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.



Katherine Motley
Transcriber