

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: CHATHAM LEE, Mate  
*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 Chatham Lee:

By [REDACTED]

4

By Mr. Johnston

11

1 I N T E R V I E W

2 [REDACTED] Everything the Captain said. Were you there  
3 for the whole conversation?

4 MR. LEE: Yeah, I was in the -- standing here in the  
5 wheelhouse the whole time, yeah.

6 [REDACTED] Okay. Well, NTSB is recording this  
7 conversation. So he needs to get your permission. We'll just  
8 pause for a second for him to do that.

9 MR. JOHNSTON: Yeah. The recording is on. Captain, do I  
10 have your permission to record this?

11 CAPT HARTILL: Yes, you have my permission.

12 MR. JOHNSTON: Thank you.

13 CAPT HARTILL: Um-hmm.

14 INTERVIEW OF CHATHAM LEE

15 BY [REDACTED]

16 Q. Okay, Chatham, so I see from our credential history you're on  
17 your first issue, and you're from Montana?

18 A. From Alaska. I moved to Montana last year or so I've been in  
19 Montana.

20 Q. It happens to be where your mailing address is. So you're  
21 actually an Alaska guy?

22 A. I grew up in Alaska for, yeah, my whole life, and I just  
23 moved down there two years ago.

24 Q. Okay, well, welcome back to Alaska. So I got your work-rest  
25 history, and let me find it because there's several of them here.

1 You were primarily on -- so it's just you and Captain Hartill,  
2 Toby, that actually control movement of the tug and barge. So you  
3 guys were the wheelhouse operators?

4 A. Yes.

5 Q. So you're on watch or he's on watch, one or the other, right?  
6 Is that I'm getting at.

7 A. Yes.

8 Q. Okay. So according to your work-rest form you were asleep  
9 pretty much for the previous five or six hours before the  
10 incident. So do you -- was there anything in that nav assessment  
11 that you guys went over together at 6 a.m. for the watch relief  
12 that you recall having to pass on? Primarily negative stuff. Not  
13 the everything -- or was everything good to go according to that  
14 check sheet?

15 A. Everything was good to go. We passed off watches. We were  
16 still out in the Shelikof Strait. It's pretty open water when we  
17 handed it off or I handed it off to him there in the morning.  
18 Yeah, everything was good. Everything on the boat was working  
19 well. It was good conditions out and stuff. Everything was  
20 looking good.

21 Q. Okay. And then so were you sound asleep when the barge  
22 (indiscernible) the rock or were you just in your rack reading a  
23 book or what were you doing?

24 A. I was asleep, and then I got woken up about probably 10  
25 minutes before, before we hit the rock just so I could be up and

1 see the landing, you know, and just see it come in there because  
2 I've never been there either. So I was only, I woke up, I came up  
3 here, and then me and Toby were just talking about (indiscernible)  
4 stuff, and then we hit a rock -- I got up here.

5 Q. Okay. So you were probably scheduled -- so normally when you  
6 do landings do you guys bulk whoever regardless of who is on watch  
7 does the other one go into the wheelhouse to assist or what, what  
8 technically happens not specifically this day? We'll get to that  
9 in a minute. But, you know, like, any -- when you pulled into  
10 Nome today who was on, who was on watch in control?

11 A. We came into Nome (indiscernible) afternoon, right? Yeah, so  
12 we got --

13 Q. Okay, well, what --

14 (Simultaneous comments.)

15 A. Yes.

16 Q. Whatever you came in, who, who had control of the, of the tug  
17 and barge?

18 A. Toby did. I was asleep when came in yesterday, and then this  
19 morning --

20 Q. Okay, so you --

21 (Simultaneous comments.)

22 Q. -- guys don't necessarily need each other to do your  
23 maneuvering navigation to a dock or beach or whatever? You can do  
24 it solo?

25 A. Yeah. We just --

1 Q. Okay.

2 A. -- we both had never been in there. So we both had wanted to  
3 see that.

4 Q. No, that's good, that's good seamanship. So appreciate that.  
5 Okay. And then your statement looks like you were up for a little  
6 bit, and then you realize okay there's no damage, and then you  
7 went back to bed for a couple hours before you had to come back on  
8 watch again; does that sound about right?

9 A. Well, yeah, we were on the, we were on the rock for a few  
10 hours. We had to wait for the tide to come back up to get off.  
11 So I laid back down, and then once we backed off, you know, the  
12 motor -- woke me up. So I got up and helped with getting the  
13 landing -- was still awake at that point so (indiscernible) there.

14 Q. Okay. So after you came off the rock you went to the landing  
15 to discharge the original gear that you were planning no dropping  
16 off before you hit the rock? Okay.

17 A. Yes.

18 Q. Okay. That's easy enough. Okay. How about the, the hazard  
19 button that Toby was talking about? Did you ever notice that not  
20 active or disengaged or notice a problem with the Rose Point not  
21 picking up hazards?

22 A. I never really use the Vector Charts. When I'm on watch I  
23 normally switch over to the Raster Charts. So I'm not very  
24 familiar with the vector charts on there. And then like what Toby  
25 was saying, I've never seen those pink circles before on there

1 until he pointed them out to me the other day when he said he  
2 found those. But there was like a -- as we were looking at it  
3 there was like a really small Asterisk so it wasn't very easy to  
4 see. But I -- there was definitely a mark there. This was a  
5 small basically X and a blue section of the --

6 Q. So when you guys, when you guys then put your route into the  
7 Rose Point you can switch back and forth between Raster and Vector  
8 and the route stays constant?

9 A. Yes.

10 Q. Okay. So how about -- so Toby went ahead and put his route  
11 in the Vector, and engaged that hazard button. Does it show or  
12 not show -- what does it do when you run the same route in the  
13 Raster program? Did you guys try that?

14 A. I don't know. We haven't looked at that actually.

15 Q. Okay.

16 A. We'll look at that now to see if that --

17 Q. I mean it's easy to do. We can -- you guys can do it while  
18 we're talking, but if it -- it takes a little bit of time. I am  
19 curious to know if it -- if one chart alone is better than the  
20 other especially in shallow maneuvering type situations.

21 A. Yeah. The Raster Chart, the Asterisk is definitely a lot  
22 more noticeable on this than the Vector Chart there. That's a  
23 bigger --

24 (Simultaneous comments.)

25 UNIDENTIFIED SPEAKER: With that indicator thing turned off,



1 see what happens.

2 (Simultaneous comments.)

3 BY [REDACTED]

4 Q. And since you guys are both licensed mariners is there one  
5 preferred over the other or is it a personal preference?

6 A. Mine's a personal preference. I started out fishing for a  
7 lot of years, and there's just more, more sounding information on  
8 Raster. So that's just kind of what I grew up using so I've  
9 always just used that.

10 Q. Okay. But I'm not, I'm not a licensed mariner so I don't  
11 know. So forgive me for asking this question, but when NOAA  
12 updates their electronic charts now because nobody is printing  
13 paper anymore, do both of them get updated or does one get updated  
14 faster or sooner than the other?

15 A. I believe they get the same chart correction at the same time  
16 --

17 UNIDENTIFIED SPEAKER: I believe they get the same chart  
18 corrections, but Vector just has -- you can change stuff on it.

19 UNIDENTIFIED SPEAKER: Yeah. There's more options in the  
20 Vectors. I think Vector was kind of built for computers and  
21 stuff, and the Raster is just a copy and paste from a paper  
22 computer sort of thing.

23 UNIDENTIFIED SPEAKER: Oh yeah, we're not seeing any option  
24 on the Raster for selecting hazards and stuff. Yeah, there's not  
25 really any options on the Raster whereas the Vector on the

1 computer there's a handful of different check boxes you can do to  
2 highlight different things and stuff.

3 BY [REDACTED]

4 Q. Okay. And the company has never said use one or the other?  
5 They just leave it up to whatever you guys need, prefer?

6 A. Yeah, yeah.

7 Q. Okay.

8 UNIDENTIFIED SPEAKER: So not to give up on Vectors because  
9 Vectors (indiscernible) are giving out hard information to the --  
10 (Simultaneous comments.)

11 UNIDENTIFIED SPEAKER: I guess (indiscernible) that the  
12 Rasters are being phased out, and I guess Vector is going to be  
13 the only one in the future going forward.

14 BY [REDACTED]

15 Q. Oh, so actually the old guy can teach the young guy  
16 something?

17 A. I guess.

18 Q. Sounds like it. I'm with you, Toby, I'm one of the old guys.

19 MR. HARTILL: There are not too many of us left, but  
20 (indiscernible).

21 [REDACTED] Yeah, yeah, every once in a while you run into  
22 one.

23 Okay, well, Chatom, since you were asleep there's not a whole  
24 lot to ask for, and it seems like a pretty uneventful event up  
25 until it actually happened. So I don't have anything else.

1 I'm going to go ahead and kick this off to Derek, and see if  
2 he's got any follow-ups for you.

3 MR. JOHNSTON: Yeah, just two, just two quick questions.

4 BY MR. JOHNSON:

5 Q. Yeah, I liked the discussion the ENC's -- the Vector Charts  
6 and the Raster. Yeah. So the Vectors I'm thinking about it,  
7 right, they have different layers of different items and markers  
8 that can be loaded on there.

9 A. Um-hmm.

10 Q. Does -- so when, when you're operating with a Vector Chart  
11 are you able to -- and I'm familiar with larger ECDIS systems, but  
12 are the Rose Point Vector Chart are you able to edit your safety  
13 contours?

14 A. I, I don't know if there are safety contours -- Vector Chart  
15 display. Oh, there is safety contours. I guess there is, yeah.  
16 There's depth shades -- okay (indiscernible) depth shades and  
17 safety contours.

18 Q. Do you guys --

19 A. I've never really messed with that because I've been  
20 primarily a Raster guy. So I haven't really used Vector very  
21 much.

22 Q. Yeah, that would -- yeah, you wouldn't be able to do that on  
23 a Raster.

24 A. No.

25 Q. Has anybody -- do you know if anyone ever goes in there, and

1 puts in different contour depths?

2 A. No. None of the boats I've been onto. And for most of the  
3 spots we operate the soundings don't really mean anything anyway.

4 Q. Right.

5 A. So a lot of times -- pay too much attention to the soundings  
6 out western Alaska. Obviously in the peninsula area around Kodiak  
7 and stuff you kind of watch it, but out here sand bars move around  
8 so much people don't like pay too much attention to the soundings.

9 Q. Oh, I see. They wouldn't be as reliable, right?

10 A. No.

11 Q. Yeah.

12 A. A lot of rivers and bays just don't have any soundings at  
13 all. So it really wouldn't help.

14 Q. Okay. I see.

15 A. But, obviously by Kodiak there's enough information where it  
16 would definitely make a difference.

17 Q. Okay. Just my last question just so I get the timeline  
18 right. So you when -- touched the rocks, kind of had to wait and  
19 let the tide come up to push, push you back off the rock, and then  
20 the vessel proceeded into that, that cover, and then --

21 A. Um-hmm.

22 Q. -- how long did you guys stay in the, in the bay, cove there?

23 A. We spent two days there, I believe. There's a lot of pilings  
24 on the (indiscernible) so we offload out stuff, and then we tie it  
25 to the pilings for two or three days waiting for weather to cross

1 back over the barrens and get back to Seward. So we actually tied  
2 up in there.

3 Q. Okay. And the you guys after those couple days you went --  
4 your next destination was Seward?

5 A. Yes.

6 Q. Okay. Thank you. I just needed to clarify that. That's all  
7 the questions I have. I really appreciate you guys taking your  
8 time here.

9 A. Um-hmm, no problem.

10 MR. JOHNSTON: I will --

11 [REDACTED] I thought of one for, for both of them, but  
12 now that I didn't chime in and interrupt you, I forgot what it  
13 was. Sorry about that.

14 MR. JOHNSTON: Let me know if you think about it.

15 [REDACTED] -- before we, before we all go.

16 MR. JOHNSTON: I'm going to end, I'm going to end this  
17 recording right now unless you guys have anything else.

18 [REDACTED] I'm good. No, can't think of it.

19 (Whereupon, the interview was concluded.)

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CERTIFICATE

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

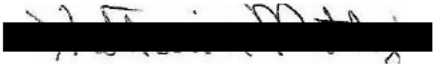
IN THE MATTER OF:            GROUNDING OF VESSEL *JUNGJUK*  
                                      NEAR ANCHORAGE, ALASKA  
                                      ON MAY 25, 2023  
                                      Interview of Chatham Lee

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