



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary

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2 **Meeting with:** Microsoft Teams conversation with Ms. Ansley Odell
3 **Date/time:** June 3, 2022 1300 EDT
4 **Location:** Online
5 **Interviewed by:** Marcel L. Muise, NSTB
6 **In attendance:** LT [REDACTED]
7 **Case:** DCA22FM018
8

OVERVIEW

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10 I met online with Ms. Ansley Odell of Royal Caribbean Cruise Ltd. on Friday, June 3, 2022.
11 Ms. Odell is the vessel owner's Senior Maritime Safety Investigator assigned to the *Radiance*
12 *of the Seas* incident of May 9, 2022, in Sitka Alaska.

13 LT [REDACTED] the U.S. Coast Guard Investigating Officer assigned to the casualty, joined the
14 meeting. Unless specifically delineated by quotes, the text that follows is not a verbatim
15 record of the conversation. It has been developed from notes taken of the online
16 conversation.

CONVERSATION SUMMARY

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18 The terminal pier in Sitka was extended in 2020 and had yet to be included on nautical
19 charts. This was *Radiance of the Seas'* second visit to Sitka this season. The vessel last moored
20 port side to, bow in, on the outside (west side) of the pier during that first visit. *Serenade of*
21 *the Seas* and *Ovation of the Seas* made port calls in 2021, both mooring on the outside side
22 of the new pier. No sister ships had visited this terminal. There were no notes regarding the
23 lengthened pier on the ECDIS.

24 During mooring the first officer was stationed in the "cockpit" on the bridge. The second
25 officer was at the back station carrying out alarm management and stability. A helmsman and
26 a lookout were also stationed on the bridge. The pilot, captain, and staff captain were on the
27 bridge wing. The captain has sailed as master for eight years with the last three and half
28 assigned to *Radiance of the Seas*. He had not called on Sitka since 2010. The pilot was part of
29 the Southeast Alaska Pilots' Association. The staff captain operated a camera that froze up
30 during the maneuvering.

31 Prior to arrival the bridge team held a port brief led by the second officer. The brief covered
32 everything required by the company's procedure. Port authorities decided what side of the
33 pier to moor the vessels based on schedule and size, as there is more pier length available on
34 the outside. The longer *Norwegian Bliss* was scheduled to also moor on the day of the
35 casualty at 1100.

1 The boatswain was stationed on the stern and called out lateral distances to the pier. He had
2 sailed on this class of ship since 2011. A second boatswain was stationed on the bow.

3 *Radiance of the Seas* sustained dented hull plating and bent frames, starboard aft, on contact
4 with the distal dolphin.

5 While onboard, Ms. Odell collected statements and interviewed the crew. The boatswain left
6 the ship on normal crew rotation prior to being interviewed. Ms. Odell relayed that the mast
7 shadowed the radar astern as the ship turned, stern to the pier. She also confirmed that the
8 bridge team procedure included the PACE graded assertive communication technique and
9 that the team was comfortable speaking up.

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END SUMMARY

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