



**National Transportation Safety Board**  
Washington, D.C. 20594  
Office of Marine Safety

**Interview Summary**

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2 **Interview with:** Able Seafarer Egan Antelmo Morgan  
3 **Date/time:** January 4, 2022  
4 **Location:** By phone (Interview was at the BMA Office in Nassau.  
5 **Interviewed by:** LT [REDACTED], USCG; Marcel L. Muise, NSTB  
6 **Case:** DCA22FM009

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8 **OVERVIEW**

9 I participated by telephone in a U.S. Coast Guard led interview of Mr. Egan Antelmo Morgan. Mr.  
10 Morgan was the *Tropic Breeze* Ab on watch at the time of the collision with the yacht *Utopia IV*. He was  
11 interviewed by U.S. Coast Guard LT [REDACTED] in Nassau, Bahamas, accompanied by Mr. Kenneth Carey  
12 (Bahamas Maritime Authority), Mr. Berne Wright (Bahamas Port Controller), Mr. Patrick Mckenzie  
13 (counsel for *Utopia IV*), Mr. Caleb King (CGIS), Mr. [REDACTED] [REDACTED] (CGIS), Mr. [REDACTED] [REDACTED] (USCG  
14 Investigator), and Mr. [REDACTED] [REDACTED] (USCG Inspector).

15 Unless specifically delineated by quotes, the text that follows is not a verbatim record of the  
16 conversation. It has been developed from notes taken of the online conversation.

17 **INTEVRIEW SUMMARY**

18 Mr. Morgan had sailed for 24 years, had been a bridge watchstander for 10, and had only worked  
19 aboard *Tropic Breeze*. The ship had two radars with one use. There was no ARPA installed. The vessel's  
20 draught was 7.5 feet before the collision.

21 Mr. Taylor recalled that "everything [on the bridge] was working" on the evening of the collision. He  
22 recalled the on-scene weather as choppy, "partly cloudy", and winds 10 to 15 knots. His duties included  
23 lookout, radar watch, and an hourly round of the ship to check lights and visit the engine room watch.  
24 He told investigators the aft masthead light, sidelights, and stern light were on. There was another  
25 masthead light on the fore mast. His radar training was on the job and the radar was set to a 3-mile  
26 range. He would tell the captain about every radar contact seen. The auto-pilot was set by the captain  
27 and was engaged the whole watch.

28 His last round was about 2200. He met the Chief Engineer in the galley, then let the Captain (on watch)  
29 know the Chief was awake. On his return to the bridge, the captain went to his stateroom behind the  
30 bridge to use the head but didn't make it there before there was a "loud bang."

31 He told investigators that as lookout he never saw *Utopia IV*. He could see the lights of Nassau astern.  
32 There was another vessel earlier that crossed ahead port to starboard at a range of 3 miles though there  
33 was no radio communication with this vessel.

1 After the collision, the chief engineer reported to the captain that the engine room was flooding. The  
2 captain then ordered abandon ship. Mr. Morgan had time to grab a bag of personal effects and the  
3 whole crew safely boarded a liferaft from the muster station on the bridge wing. He recalled the  
4 emergency lighting was on as the ship sank.

5 *Utopia IV* lowered her stern ramp however the seas were too rough to board the yacht from the raft.

6 **END SUMMARY**

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