



## Interview Summary

Please Print Clearly:

Name: [REDACTED]  
Street Address: 249 Glasson Drive  
City/State/Zip: Corpus Christi, TX 78418  
Phone No: 361-939-5138  
Position: Coast Guard Investigating Officer

I, the undersigned, make the following statement voluntarily, without threat, duress or promise of reward:

CWO [REDACTED] conducted an interview, with the Captain of the RIVERSIDE. The below is the recording of that interview.



Corpus Christi.m4a

CWO [REDACTED] & NTSB conducted a joint interview on March 26, 2021 with the Master on the RIVERSIDE. Representatives from Royston Razor joined representing the MODA dock, Representatives from Welder Leshin joined representing the vessels interest and Liam O'Connell joined representing the P&I club for the vessel. The Master was not represented by an attorney. The below is my summary of the interview.

The CAPT stated the RIVERSIDE sailed from Brazil on February 16, 2021 and he has worked for THOME for 10 years.

The CAPT reported that the vessel switched over to the Low Sulfur Fuel on March 11, 2021.

At 0548 on March 12, the vessel started drifting and stopped using the engines.

March 15, 2021 at 0724 – The vessel was getting ready to depart

March 15, 2021 at 1012, the pilots boarded the vessel to bring them in.

March 15, 2021 at 1100, the vessel departed the EPIC dock.

March 15, 2021 at 1200 – the vessel was around the Harbor Bridge, and the speed increased to 10.5-10.8

March 15, 2021 at 1345 – The NORDIC AQUARIUS was coming off the FLINT HILLS dock and the Harbor Master asked the pilot to slow down and stop to allow the NORDIC AQUARIUS to come in front of the RIVERSIDE on their outbound transit.

March 15, 2021 at 1355 – The vessel was going 6.5-6.6 knots and the pilot stopped the engines, the pilot then ordered the vessel to dead slow ahead, the engine did not respond though.

The pilot then ordered full astern, the pilot alerted a nearby tug to be on standby as they attempted to regain control of the RIVERSIDE. They changed control over to BPR, when the bow allided with MODA dock #4.

Twice the pilot put it at slow ahead, but the engines failed to respond. They were able to get the vessel up to 14 rpm, attempting to command the engines to the astern position from the ECR with no success.

The CAPT discussed the issued on March 12, 2021, stating that the vessel was adrift for 5 hours, with the fuel change over the day prior to that on March 11, 2021.

At 1030 – the CAPT asked to have the engines ready by 1100, but they would not come back up

1555 – The Chief Engineer was able to restart the engines, he felt by cancelling the limit mode, the vessel was able to go full ahead and full astern at that moment.

1600 – The vessels engines were back online.

The CAPT believed the fuel changeover was the cause of the main engines not being operational.

When the vessel went to pick up the pilots, the engines were stopped twice but restarted both times and went full astern.

Master stated he did not want to drop anchor when they realized they lost power, because he was concerned it would cause penetration of the hull and may result in an explosion or oil spill due to the vessels speed.

The Master stated the company was aware of the March 12<sup>th</sup> mechanical failure but did not recommend a technician to come out nor did the Master ask for a technician.

The fuel was taken on in January and tested at that time with no issues.

The vessel came ahead 3 x and missed, when closing near jetty, the vessel was ordered to go astern and it responded with going 15 rpm and then went to 0, normally it would go to 54 rpm if operating correctly.

CWO [REDACTED]  
[REDACTED]