



## 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] & NTSB conducted a joint interview with the 2<sup>nd</sup> officer 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 2<sup>nd</sup> officer was not represented by an attorney. The below is my summary of the interview.

The 2<sup>nd</sup> Officer has been onboard since 14 October 2020 and this has been his 3<sup>rd</sup> assignment onboard, his 1<sup>st</sup> assignment was a deck cadet onboard the RIVERSIDE.

The roles and responsibilities of the 2<sup>nd</sup> officer include planning passages of voyages, bridge equipment & GMDSS, maintaining fire equipment and being the medical officer onboard.

At 1030, the 2<sup>nd</sup> officer was assigned to the aft station,

At 1200, he proceeded to take over the bridge watch from the 3/O. At that time, there were 5 people on the bridge, and the vessel was going full ahead at 7-8 knots, approaching the waypoint.

The pilot ordered the engine stopped to let NORDIC AQUARIUS ahead of the RIVERSIDE on their departure. The RIVERSIDE slowed to 7-7.5 knots.

After they saw the vessel join the channel they attempted to increase speed. The pilot put the engine from dead to slow ahead, but the main engine took too long to start alarm. The crew was monitoring the RPM in engine.

Pilot ordered anchor down and the CAPT ordered the BOSN to ready the anchor.

53 RPM is normal, but it dropped to start.

At that point, the pilot said it was too dangerous to drop the anchor, so the SIGNET HONOR was called by the pilot to push the vessel away from the Jetty, the master gave the control of the

M/E to the ECR, and 5 tugs came alongside to assist the RIVERSIDE to moor up to FLINT HILLS following the allision.

CWO [REDACTED]

[REDACTED]