

STATEMENT OF CAPTAIN JUSTIN ANDERSON

My name is Justin Anderson. I am an Aransas-Corpus Christi Pilot. On March 15, 2021, I was one of two Corpus Christi pilots dispatched to take the vessel *Riverside* (L820' B144' deep draft 43') from Epic Oil Dock to sea. Due to the vessel's size, it required two pilots. The other pilot was Captain Ben Watson. We boarded the vessel and engaged in a Master-Pilot conference with the ship's captain, who indicated that his ship and crew were ready to proceed. Captain Watson discussed the fact that fog may be encountered and our requirement that the bow/anchors be manned at all times. Captain Watson was the first conning pilot. We came off dock and headed outbound in the channel. The transit was uneventful. In the vicinity of beacon 82, I assumed the con. I knew there was a ship coming off of MODA Dock 4 and heading outbound. I talked to the pilot on that vessel when I was in the vicinity of beacon 55/56. At around beacons 49/50, I started slowing down to give them plenty of time to come off dock. I had the vessel on dead slow at beacons 43/44. When I was turning the bend in the channel just after 43/44, I brought the vessel up to slow ahead to put more water over the rudder to ensure that I would be able to check the ship up on her new course. She checked up smartly, and I immediately put the engines back to dead slow ahead. We were making approximately 8.5 knots. To go slower, I stopped engines and instructed the helmsman to let me know if he lost steerageway or had any problems controlling the ship. Shortly thereafter, we were making about 6 to 7 knots when I ordered dead slow ahead engines. I noticed that the helmsman has been holding 25° starboard rudder with no effect. I ordered hard starboard. At that point, we have not yet received the dead slow engine command. I noticed the captain playing with the engine controls and asked him if we had a problem. He informed me that we had lost the main engine.

I immediately called the tug *Honor* which just been released from the ship coming off MODA 4 and asked him to proceed as fast as possible to my port bow and push it towards the South, away from the MODA Pier. At this point, we were heading towards the end of the MODA Pier. We had no engines, and the rudder had no effect. We considered dropping the anchors at that point, but decided against it as we were worried the ship would ride over them, puncture its hull, and release oil into the ship channel. We were now pointing at the VLCC docked at MODA 2, and I told the captain to drop the starboard anchor. As we come close aboard the end of the MODA Pier, the *Honor* had to bail out, as it did not want to get caught between the ship and the pier. At about 1302 hrs, our port bow hit the mooring dolphin at the end MODA Pier and then the pier itself. The impact pushed our bow to starboard, away from the VLCC, so I belayed the drop anchor command. At this point, I told the *Honor* to get on our stern and put a line up through the center chock and back full. Having no engines, this was needed to slow and stop the ship. This was successful, and the ship stopped about a ship length or two past the MODA Pier. At that point, I summoned three more tugs to assist. We notified the Harbor Master, Coast Guard, and surrounding vessels traffic of the situation. We then proceeded to a lay berth without further incident. The ship was never able to get its main engine back online. Once the vessel was safely moored we depajustintrted the vessel.

3/17/21
DATE


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