UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of: LOSS OF THE SUBMARINE *TITAN* IN THE NORTH ATLANTIC OCEAN ON JUNE 18, 2023	*	Accident No.: DCA23FM036

via telephone

R E C O R D I N G

[Audio File: JJRCC HALIFAX CALLING RCC BOSTON]

RCC BOSTON: -- command center, this is (indiscernible) speaking (indiscernible).

JRCC HALIFAX REPRESENTATIVE: Yes, I'm calling from the Rescue Center in Halifax. I wanted -- just wanted to give you guys a heads up, we just got a phone call from the *Polar Prince*.

RCC BOSTON: Okay.

JRCC HALIFAX REPRESENTATIVE: And they have a submarine that is diving on the *Titanic*.

RCC BOSTON: Okay.

JRCC HALIFAX REPRESENTATIVE: And the sub hasn't resurfaced and they're going to be calling us back in just a couple minutes. That position is well within your SRR. I can give you the lat and long if you want?

RCC BOSTON: Okay.

JRCC HALIFAX REPRESENTATIVE: 41 degrees, 43.98 minutes north, 049 degrees, 56.9 minutes west. So, when they call us back in just a couple of minutes, we're going to patch the call through to you. We just wanted to give you a heads up so that you weren't caught completely off guard when this comes back.

RCC BOSTON: Okay, sounds good.

JRCC HALIFAX REPRESENTATIVE: All right.

RCC BOSTON: Thank you.

JRCC HALIFAX REPRESENTATIVE: Okay, man out.

(End of call.)

[Audio File: *POLAR PRINCE* CALLING RCC BOSTON]

RCC BOSTON: -- tell me how long had they been under until you lost contact with them?

POLAR PRINCE REPRESENTATIVE: They last surfaced at approximately 0900 this morning. We had contact with them on the way down until 1047 this a.m. and then, you know, after their (indiscernible), three hours from the wreck to the surface at 1500 today was when we -- they became a missing sub -- 1500 Local Time, Newfoundland Standard Time.

RCC BOSTON: Okay, so they -- you're pretty sure that they've been missing for upwards of two hours and 40 minutes or so?

POLAR PRINCE REPRESENTATIVE: Every bit of that.

RCC BOSTON: Okay, yeah is there any kind of -- like an EPIRB on this sub or any type of, like, locating device that might be on board or anything like that?

POLAR PRINCE REPRESENTATIVE: There is a GPS on the -- they have an antenna that's supposed to send -- no -- to us -- to one of the mission directors on board here. I've not seen this work, apparently they would receive a lat and long of the sub if it's on the surface.

RCC BOSTON: Okay, but nothing for under the water?

POLAR PRINCE REPRESENTATIVE: No, we normally talk to it. We talk through a transducer to the submarine. All that was good for about an hour and 47-odd minutes of the dive this morning and

then we just -- the report was they were dropping weight, which is normal to slow their descent to the bottom and that was the last communications we had with the submarine.

RCC BOSTON: Okay.

POLAR PRINCE REPRESENTATIVE: So, then I called JRCC in Halifax, we are looking to conduct a surface search -- we are looking for assistance to conduct a surface search. I know that the owners of this sub are now in contact with a private company for assistance going with an ROV to the bottom. That's not what I'm looking for, I want to do a surface search -- assistance with a surface search.

RCC BOSTON: Okay, and what type of assistance are you looking for specifically from us? Do you want -- I mean, we can generate a drift for you, we can generate patterns for you. Looking at the position, you're --

POLAR PRINCE REPRESENTATIVE: Oh, man, everything that you could provide us with, that would be much appreciated.

(Off the record)

(On the record)

RCC BOSTON: So, there was five people on board, so I'm guessing it was smaller.

What was the size -- the dimensions of the submarine?

UNIDENTIFIED SPEAKER: I was talking with them. I was talking (indiscernible).

POLAR PRINCE REPRESENTATIVE: Just -- I'm just -- stand by,

actual dimensions, I'll have to -- I have a ballpark.

Dimensions of the sub, could you just ballpark something for me?

OCEANGATE MISSION DIRECTOR: Yeah, it's 21 feet.

POLAR PRINCE REPRESENTATIVE: 21 feet long.

OCEANGATE MISSION DIRECTOR: Eight feet wide.

POLAR PRINCE REPRESENTATIVE: Eight feet wide, eight feet in depth.

OCEANGATE MISSION DIRECTOR: And eight foot in depth.

RCC BOSTON: Okay, so it's pretty substantial. If it were to pop up, you guys would see it?

POLAR PRINCE REPRESENTATIVE: A very low signature on the surface. It would be very difficult to --

You go ahead --

OCEANGATE MISSION DIRECTOR: (Indiscernible)

POLAR PRINCE REPRESENTATIVE: We can send -- if you -- we could -- I don't know what the best way to search some emails, we have pictures we could send of it to you from an aerial perspective?

RCC BOSTON: Yeah, so I can pass our email address you can send those photos to.

POLAR PRINCE REPRESENTATIVE: Okay, I'm just going to type -- as you're saying, I'm going to type it into (indiscernible).

RCC BOSTON: Okay.

POLAR PRINCE REPRESENTATIVE: Okay, give me your email, please?

RCC BOSTON: So, it is [redacted] --

POLAR PRINCE REPRESENTATIVE: [redacted]

RCC BOSTON: RCCBoston at [redacted].

POLAR PRINCE REPRESENTATIVE: All right.

(End of call.)

[Audio File: *POLAR PRINCE* CALLING RCC BOSTON CONTINUATION]

POLAR PRINCE REPRESENTATIVE: Hello, it's the *Polar Prince* again, we got disconnected in a turn there on the SAT phone.

RCC BOSTON: Oh, yep, yeah, RCC Halifax told us you guys would give us a call back.

POLAR PRINCE REPRESENTATIVE: Yeah, so, okay, the last -- was I speaking to you already? I was speaking to somebody that was patched through already.

RCC BOSTON: You were speaking to me, sir. So, another question we had is how much --

POLAR PRINCE REPRESENTATIVE: Okay, so I was -- yeah, sure.

RCC BOSTON: How much oxygen would the sub have had? Like, what's their time limit on oxygen?

POLAR PRINCE REPRESENTATIVE: 96 hours' worth of oxygen on board.

RCC BOSTON: Okay, and would they have --

POLAR PRINCE REPRESENTATIVE: So, we're probably -- we're ten to 11 hours into that now.

RCC BOSTON: Okay. All right --

POLAR PRINCE REPRESENTATIVE: I was in the middle of getting your email address for [redacted] is all I have.

RCC BOSTON: All right, so it's [redacted].

POLAR PRINCE REPRESENTATIVE: [redacted] -- okay, so [redacted]

RCC BOSTON: Correct, yeah, [redacted]

POLAR PRINCE REPRESENTATIVE: Like [redacted] okay. I'm just going to forward -- I'm going to say just -- it's attached for now, just to get the emails rolling here.

RCC BOSTON: One other question, I see you guys are using your radar and what's the range of your radar for (indiscernible).

POLAR PRINCE REPRESENTATIVE: Absolutely, X-Band and S-Band that -- we have monitored -- the sub was being towed on a barge. So, we have one of them on a smaller range scale, but we are watching between 12 and 16 miles. Very little signature, we're not expecting to see much on radar due to the fiberglass hull of the submarine and it's carbon fiber inside. The signature is very -- there's only a small little part of this fiberglass on the surface, right. Very difficult, I would say, to detect by radar.

RCC BOSTON: Okay, so the only way we would be able to detect it is if we could get an aircraft to (indiscernible)?

POLAR PRINCE REPRESENTATIVE: I believe so, that's -- yeah, that's what we're kind of hoping for.

RCC BOSTON: Well, that's the information that we're going to need to (indiscernible).

POLAR PRINCE REPRESENTATIVE: Yeah, I'm just -- you know, like, I mean -- so, we've -- you know, the best case scenario for us was -- we were doing a little bit of a search in the area and still, at the same time, holding hope that end of the dive mission, which would've been at 1810 local here approximately, an hour and 15 minutes ago, that it was going to come up at the end of its mission, even though we declared later -- earlier in the day, so we were paying it pretty close. I don't even know, like, if it was on the surface how far my search patterns should be and we're still trying to hold our hope that this thing is going to come up where it's expected. I'm just -- you know, this is new to me. I understand sector searches and I understand normal searches, something on the water. I don't really know the best procedure to go about this now.

RCC BOSTON: Right, well, we're going to look at a couple different things and we'll get back to you in (indiscernible).

POLAR PRINCE REPRESENTATIVE: What?

RCC BOSTON: -- what we can get down to (indiscernible). One of the things --

POLAR PRINCE REPRESENTATIVE: Okay, did you -- sorry?

RCC BOSTON: -- your weather? Do you get -- weather?

POLAR PRINCE REPRESENTATIVE: Can you say that again, sir?

RCC BOSTON: Your weather and visibility?

POLAR PRINCE REPRESENTATIVE: Yes, current wind is west -- correction, southwest, 15 gusting to 20 knots, expected to

reduce southwesterly ten to 15 and light later. Visibility at this time is approximately five miles or closing.

RCC BOSTON: Okay, is it an overcast sky or clear?

POLAR PRINCE REPRESENTATIVE: It looks like overcast -- I'll say cloudy.

RCC BOSTON: Okay.

POLAR PRINCE REPRESENTATIVE: Looking at our forecast here, it's saying showers. So, if you want to look at that as well, it's -- the weather for tonight is showers if you want to look at it.

RCC BOSTON: Okay.

POLAR PRINCE REPRESENTATIVE: Showers and fog banks is what the government -- Environment Canada is telling me what the forecast is for here.

RCC BOSTON: Okay. All right, that gives me something to work with and we'll hopefully get you guys an update --

POLAR PRINCE REPRESENTATIVE: Did you receive my email yet?

RCC BOSTON: Hold on one second, we'll check.

POLAR PRINCE REPRESENTATIVE: No, I'm just -- I don't think it -- I'm just looking here -- outbox. Okay, rccboston@uscg.mil?

RCC BOSTON: Yep.

POLAR PRINCE REPRESENTATIVE: What's that -- it's sent from the vessel, so it should be on the way to you.

RCC BOSTON: Okay, once we get it, we'll respond to it, okay?

POLAR PRINCE REPRESENTATIVE: Thank you very much.

RCC BOSTON: Okay, thank you. All right, bye.

(End of call.)

[Audio File: RCC BOSTON & OCEANGATE MISSION DIRECTOR]

OCEANGATE MISSION DIRECTOR: Yeah, as far as the timeline goes for recovery?

RCC BOSTON: Well, timeline and what do they have for -- do they have any kind of, like, distress signaling devices on board, are they able to blow ballast if they had some kind of issue up there -- down there, sorry?

OCEANGATE MISSION DIRECTOR: Yeah, so they do have a couple different options as far as ballast. So, the timeline goes once we lose -- or if we're to lose communications with them, they essentially have one hour to correct that. If they're not able to correct it, then they have to come to the surface.

RCC BOSTON: Okay.

OCEANGATE MISSION DIRECTOR: We calculated their depth and descent rate would give them three hours to the surface, which they've expired.

RCC BOSTON: Yeah.

OCEANGATE MISSION DIRECTOR: On the surface, they do have VHF, like you mentioned, a strobe. They can blow ballast air, it can make bubbles, as well as the sub does have a forward view port that can illuminate with box lights or strobes.

RCC BOSTON: Okay.

OCEANGATE MISSION DIRECTOR: You'd see that in the water.

RCC BOSTON: Okay, strobes, can make bubbles, can illuminate portal, okay. All right, and they typically have 96 hours' worth of air on board, is that correct?

OCEANGATE MISSION DIRECTOR: That is correct, 96 hours of life support, yeah.

RCC BOSTON: Okay, and any -- I don't know if this is dealing with the gentleman that owned the boat or not, any -- I know they said they were trying to contract some companies that may have underwater capacities. Any luck so far?

OCEANGATE MISSION DIRECTOR: No luck yet.

RCC BOSTON: Okay.

OCEANGATE MISSION DIRECTOR: I think we've identified one resources, but they can't make contact with the owner.

RCC BOSTON: Okay, so like I was saying the person on the ship, what we're doing is we're sending a fix-winged aircraft that we had forward deployed up in Newfoundland for the ice patrol. They should be, hopefully, launching in the next half hour and it'll take about an hour-and-a-half to get to you. They will conduct a surface search of about three hours and we don't have much more of a capacity beyond that. We don't have any underwater search capabilities, nor vessels anywhere near the area, unfortunately.

OCEANGATE MISSION DIRECTOR: Okay, understood.

RCC BOSTON: So, yeah, we'll conduct that search and if you get any updates, if you or the vessel master there could give us a

call, we appreciate it and we'll do the same.

OCEANGATE MISSION DIRECTOR: I appreciate it, thanks for your support.

RCC BOSTON: Okay, thank you, sir, bye.

OCEANGATE MISSION DIRECTOR: Okay.

(End of call.)

[Audio File: RCC BOSTON & U.S. COAST GUARD]

RCC BOSTON: Their parent company is contacting, you know, other companies that have, like, remote vehicles and other submarines. But just in the case that maybe they surface somewhere outside of this boat's visual range, we have nothing in the area. We asked Canada, they have nothing in the area, so we were hoping to get a C130 out there and I know the ice patrol's up in Newfoundland right now, Canada let us know, so I don't know if you guys have contact with them or if they would be an option because they're only, like, 400 miles away.

U.S. COAST GUARD ATLANTIC AREA OFFICER: What's the nationality of the vessel?

RCC BOSTON: Hold on, let me check.

Did we get that, [redacted] (ph.)?

No, we don't have that at this time.

U.S. COAST GUARD ATLANTIC AREA OFFICER: All right, do we have -- so we -- do we have the nationality of the divers, like, the flag of the vessel?

RCC BOSTON: No, we haven't gotten to that point yet.

U.S. COAST GUARD ATLANTIC AREA OFFICER: Roger. Yeah, so I'm thinking the best -- outside of asking Canada for assistance, probably sending a C130 out.

RCC BOSTON: Yeah, that's we all we got, though. We kept reaching out there, so we'd like to either get a C130 from E-City, I know it's a long journey. Or, like you said, Canada informed us that our international ice patrol, one of our C130s is up there for the IAP (ph.). So, I don't know if anybody has coms with them up there? They would obviously be closer.

U.S. COAST GUARD ATLANTIC AREA OFFICER: So, the process of getting the C130 is pretty straight forward. Typically, we would have the requesting unit reach out to the air station directly to work out logistics and see if they're actually able to do it.

RCC BOSTON: Okay.

U.S. COAST GUARD ATLANTIC AREA OFFICER: And then once -- if they give the thumbs up, then we'll get aviation forces online to get the green light.

RCC BOSTON: All right, got you.

U.S. COAST GUARD ATLANTIC AREA OFFICER: So, yeah, if you have DIRLAUTH, just reach out to their cable --

RCC BOSTON: It sounds like it's a Norwegian is what we're -- we found the research ship and in MISLE.

U.S. COAST GUARD ATLANTIC AREA OFFICER: Okay, so yeah, if you guys just reach out to E-City and see they're able to support it, if you get a thumbs up, then we'll get aviation forces online

and go to conference call.

RCC BOSTON: All right, sounds good.

U.S. COAST GUARD ATLANTIC AREA OFFICER: All right.

RCC BOSTON: Thanks.

U.S. COAST GUARD ATLANTIC AREA OFFICER: No problem.

(End of call.)

(End of recordings.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	LOSS OF THE SUBMARINE *TITAN* IN THE NORTH ATLANTIC OCEAN ON JUNE 18, 2023
ACCIDENT NO.:	DCA23FM036
PLACE:	via telephone

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.

[redacted]

Carolyn Hanna
Transcriber