

NATIONAL TRANSPORTATION SAFETY BOARD  
OFFICE OF MARINE SAFETY  
WASHINGTON, D.C.

- - - - - x  
:  
SELENDANG AYU :  
:  
INTERVIEW OF SECOND MATE :  
KAYOMARZ J. PATEL :  
:  
- - - - - x

An interview in the above entitled matter was held  
on Friday, December 17, 2004, commencing at 9:04 a.m.,  
before:

ROB JONES, NTSB  
SEAN MCPHILAMY, USGC  
CAPTAIN LEW KWOK YUE, IMC SHIPPING

1 P R O C E E D I N G S

2 MR. JONES: This is a re interview of the Second  
3 Mate Patel, and my name is Rob Jones, of the National  
4 Transportation Safety Board, and with me is Sean McPhilamy,  
5 Captain Lew, and Patel, you have representation here? Do  
6 you have a representative here?

7 SECOND MATE PATEL: (Non-verbal response.)

8 MR. JONES: Okay. We are recording this  
9 interview, and this is just a review of the information you  
10 gave us the other day, and just to corroborate a few times  
11 that it became a discrepancy.

12 Could we just go back to the day of the accident,  
13 the incident when the vessel lost power, and to your best of  
14 knowledge, what time did that event occur?

15 SECOND MATE PATEL: 9:30, to my knowledge.

16 MR. JONES: About 9:30?

17 SECOND MATE PATEL: I was not there on the watch,  
18 but that part I think around 9:30 we will left 9:30.

19 MR. JONES: Now, the first time -- and again,  
20 that's why we're here, just to clear up this time  
21 difference, but the first time you were here to tell  
22 the -- you mentioned that it was at a different time. What  
23 has changed since then? Why was the time difference?

24 SECOND MATE PATEL: I'm sorry for saying the time  
25 was different the first time, because I was just following

1 what was told to me.

2 MR. JONES: Who told you that?

3 SECOND MATE PATEL: My (indiscernible).

4 MR. JONES: Okay.

5 SECOND MATE PATEL: And I was not there on the  
6 watch when the engine stopped. When I came on watch, the  
7 engine had already stopped.

8 MR. JONES: When you came on watch at noon?

9 SECOND MATE PATEL: At noon.

10 MR. JONES: All right, Patel, what we're really  
11 trying is just find a -- the exact position, and the time,  
12 so that we can start this story off accurately.

13 SECOND MATE PATEL: Okay.

14 MR. JONES: The whole chain of events. Now, I  
15 have with me here, the copy of the log from that day, and in  
16 it is stated that the -- at 12:15, the main engines stopped.  
17 The noon position is logged that day.

18 SECOND MATE PATEL: Yes, sir.

19 MR. JONES: Now, can you tell me, is that the 12  
20 o'clock with regards to ship time?

21 SECOND MATE PATEL: NO, this position is three  
22 miles behind the actual position.

23 MR. JONES: Three miles?

24 SECOND MATE PATEL: Yeah.

25 MR. JONES: Three?

1 SECOND MATE PATEL: Yeah.

2 MR. JONES: Well, just -- if we're not sure, I'd

3 SECOND MATE PATEL: I just don't want there to be  
4 any more --

5 MR. JONES: Okay, Patel, we're just trying to  
6 identify the log sheet, the noon log sheet, on the smooth  
7 log with the data entered, which is noon position.

8 SECOND MATE PATEL: I think this is the actual  
9 position where we stopped.

10 MR. JONES: Okay, you think that's the position of  
11 where we stopped?

12 SECOND MATE PATEL: Yeah.

13 MR. JONES: Of where you stopped?

14 SECOND MATE PATEL: Yeah.

15 MR. JONES: And that was at approximately 9:30?

16 SECOND MATE PATEL: Yeah, after we stopped, this  
17 was the position.

18 MR. JONES: Do you know who wrote that position in  
19 the log?

20 SECOND MATE PATEL: Yeah, I wrote it.

21 MR. JONES: Do you remember, on the chart you had,  
22 had you moved from the original position?

23 SECOND MATE PATEL: No, on the chart all the  
24 positions were correct positions, accurate positions.

25 MR. JONES: Well, I understand that, but that's

1 not going to help us right now, because we don't have the  
2 chart. So, this position here, noon on the 6th, logged?

3 SECOND MATE PATEL: Yeah.

4 MR. JONES: Is the position of when the vessel  
5 stopped? Is what you're saying?

6 SECOND MATE PATEL: (Indiscernible) is that  
7 position.

8 MR. JONES: Do you remember, approximately -- now,  
9 you were on watch for the 12 to 4, 12:00 and 16:00, for the  
10 rest of that afternoon?

11 SECOND MATE PATEL: Can you (indiscernible)?

12 MR. JONES: After the engine stopped, and you came  
13 on watch at noon?

14 SECOND MATE PATEL: Yeah.

15 MR. JONES: You were on watch on the bridge --

16 SECOND MATE PATEL: Yeah.

17 MR. JONES: -- from noon to 4 o'clock?

18 SECOND MATE PATEL: Yeah.

19 MR. JONES: 16:00?

20 SECOND MATE PATEL: Yeah.

21 MR. JONES: Approximately how fast was the drift?

22 SECOND MATE PATEL: (Indiscernible) when I came on  
23 watch. I'd seen the position recorded earlier by third  
24 mate. So, I asked him, (indiscernible) particular position  
25 just (indiscernible) again. So, he went to (indiscernible),

1 he said it's the same thing. There's no change in position.

2 He took the (indiscernible) and he was (indiscernible), he  
3 said it's the same thing.

4 So, then I was just observing. There was not much  
5 change. 14:00, the weather wasn't so good at that time.

6 So, 14:00, when I went to plug the position, and so there  
7 was not much change. We had (indiscernible).

8 MR. JONES: Okay, (indiscernible) charts.

9 SECOND MATE PATEL: This has been (indiscernible)  
10 chart for that place. So, hardly when the first was on the  
11 (indiscernible).

12 MR. JONES: Okay, do you remember which chart  
13 number it was? Was it the chart that's on the wall?

14 SECOND MATE PATEL: No, it was a BA chart.

15 MR. JONES: It was a BA chart for the area?

16 SECOND MATE PATEL: (Indiscernible) four digit.  
17 If I'm not too sure, it was triple 3 6. I'm not too  
18 (indiscernible) about it.

19 MR. JONES: Okay.

20 SECOND MATE PATEL: It was the smallest scale  
21 chart of the (indiscernible).

22 MR. JONES: Okay.

23 SECOND MATE PATEL: If you see the catalog, there  
24 is no other small -- more smaller than that.

25 MR. JONES: Okay, for the scale?

1 SECOND MATE PATEL: For that area.

2 MR. JONES: For scale?

3 SECOND MATE PATEL: For scale.

4 MR. JONES: Do you remember, when you looked at  
5 the chart, did it encompass the -- more of the  
6 (indiscernible) than it does right now? Like, did --

7 SECOND MATE PATEL: Yeah, it was --

8 MR. JONES: -- on that chart was (indiscernible)  
9 pass?

10 SECOND MATE PATEL: No.

11 MR. JONES: No?

12 SECOND MATE PATEL: (indiscernible) pass was not  
13 on that chart.

14 MR. JONES: Okay, so it was not big enough to  
15 cover (indiscernible) pass?

16 SECOND MATE PATEL: (indiscernible) pass, yeah.

17 MR. JONES: Okay.

18 SECOND MATE PATEL: On that chart, there is a  
19 large scale chart, and when you're entering (indiscernible)  
20 passage, there's another chart. So, we had that chart. So,  
21 when we entered the (indiscernible) passage, we used a small  
22 scale chart. When we were out of (indiscernible) passage,  
23 again, we can do this chart.

24 MR. JONES: Okay, so, on that size scale chart,  
25 after four hours from the time the engine had stopped, to

1 you getting off at 4 o'clock --

2 SECOND MATE PATEL: Yeah.

3 MR. JONES: -- there was not appreciable  
4 difference on the plot?

5 SECOND MATE PATEL: Yeah, and I remember 16:00  
6 exactly being on the coast track. As I told you before, our  
7 course was 265 and on the GPS, was showing we're exactly  
8 (indiscernible). (Indiscernible) at that time.

9 MR. JONES: So --

10 SECOND MATE PATEL: (Indiscernible).

11 MR. JONES: -- opposite of 2 6 5?

12 SECOND MATE PATEL: Yeah.

13 UNIDENTIFIED SPEAKER: Can I suggest that Captain  
14 Lew provide you with a document that will probably make this  
15 -- give you the information you want that will -- and  
16 actually make the record much clearer than this, because I  
17 know what you're asking for, and we've actually -- you've  
18 seen this document before, but I think it would help if  
19 you're looking for exact positions --

20 MR. JONES: Sure.

21 UNIDENTIFIED SPEAKER: -- (indiscernible) you're  
22 looking for.

23 MR. JONES: Sure, that's fine.

24 SECOND MATE PATEL: (Indiscernible) writing down  
25 on this page.

1                   CAPTAIN LEW KWOK YUE: This, yeah. This  
2 is -- they already know.

3                   MR. JONES: Right.

4                   UNIDENTIFIED SPEAKER: Why don't you ask him about  
5 this?

6                   CAPTAIN LEW KWOK YUE: These are the position that  
7 is noted down.

8                   MR. JONES: Okay, that's this page here, right?

9                   CAPTAIN LEW KWOK YUE: Yeah.

10                  SECOND MATE PATEL: Yeah.

11                  MR. JONES: This is on the 7th, though.

12                  UNIDENTIFIED SPEAKER: That's what's not right.

13                  CAPTAIN LEW KWOK YUE: That's not right you see.

14 So --

15                  MR. JONES: Okay.

16                  UNIDENTIFIED SPEAKER: Ask him about --

17                  MR. JONES: Captain Lew, let me -- we'll start  
18 with you, and I appreciate your input.

19                  UNIDENTIFIED SPEAKER: You can use the original if  
20 you want to, so he --

21                  MR. JONES: Yeah.

22                  UNIDENTIFIED SPEAKER -- so he recognizes it.

23                  (Discussion off the record.)

24                  MR. JONES: All right, we're back on the record  
25 here, with 2nd Officer Patel. Patel, I have the original,

1 just notes taken of the event with regards to positions and  
2 times, and if you could tell me, just describe these times  
3 to me, and if you could point out a position that would've  
4 indicated around the area that the vessel had the failure,  
5 and it stopped?

6 SECOND MATE PATEL: These two positions are  
7 (indiscernible), 14:00 and 15:00.

8 MR. JONES: And is that on the 6th?

9 SECOND MATE PATEL: That's on the 6th.

10 MR. JONES: But the date says the 7th?

11 SECOND MATE PATEL: Yeah, I'm -- maybe somebody's  
12 (indiscernible) the wrong date. (indiscernible) maybe it  
13 was (indiscernible) on their (indiscernible) or you had been  
14 re writing this on a piece of paper. So, I don't know,  
15 maybe it went off as a one officer. Maybe chief officer,  
16 myself, or third officer just -- you later on complaining to  
17 the (indiscernible).

18 We were putting it together. So, maybe at that  
19 time, just, somebody later must have opened the thing on the  
20 7th.

21 MR. JONES: Okay.

22 SECOND MATE PATEL: But it's not the 7th, it is  
23 the 6th. From the timing, this is the 6th.

24 MR. JONES: Okay, so, at 10:55 on the 6th?

25 SECOND MATE PATEL: Yeah, that is third mate must

1 have returned this.

2 MR. JONES: Ship time?

3 SECOND MATE PATEL: Ship time.

4 MR. JONES: Local ship time minus 11?

5 SECOND MATE PATEL: At that time, we were

6 keeping --

7 MR. JONES: Zone description 11?

8 SECOND MATE PATEL: Minus 11, yes.

9 MR. JONES: All right, 14:00?

10 SECOND MATE PATEL: Yeah.

11 MR. JONES: Still ship time --

12 SECOND MATE PATEL: Still ship time.

13 MR. JONES: -- same day?

14 SECOND MATE PATEL: Yeah, I have returned when the

15 time had changed.

16 MR. JONES: Okay.

17 SECOND MATE PATEL: On the 7th, when we changed, I

18 have returned it on that date. This is the 7th, and

19 (indiscernible) log when I came on watch, I advanced two

20 hours to make it minus nine.

21 MR. JONES: Okay.

22 SECOND MATE PATEL: So, this is (indiscernible)

23 position, third mate brought it.

24 MR. JONES: Right.

25 SECOND MATE PATEL: Then, next one hour, I was

1 going to (indiscernible). So, I'd advanced two hours, so it  
2 becomes the 13:00, but since I've advanced, it becomes  
3 15:00.

4 MR. JONES: Okay.

5 SECOND MATE PATEL: So, as is from my reference, I  
6 wrote plus two hours.

7 MR. JONES: All right, thanks right now, Patel. I  
8 see that and I understand that and also that date, on the  
9 day of the time change is marked on the 7th. So, that makes  
10 a little sense where I can see where the 6th could've been  
11 written down wrong, and we understand that.

12 There was a lot going on, and that's fine, and the  
13 chart plotting itself, will show the difference in time, but  
14 I'll have to plot this out, and check for myself, but I  
15 appreciate it, okay? So, on the -- this is the time change  
16 at 15 -- you've advanced from 13:00 to 15:00. This 15:00,  
17 now, would be Dutch Harbor time, plus nine?

18 SECOND MATE PATEL: Yeah, it should be  
19 (indiscernible).

20 MR. JONES: On the 7th?

21 SECOND MATE PATEL: Yeah.

22 MR. JONES: All right, I'm pretty sure we've got  
23 that straight. Give me a minute to make a note here. So,  
24 on the 7th, at 13:00, you changed clocks. 13:00, position  
25 now became 15:00 position, and is that logged anywhere? Is

1 that logged in the smooth log?

2 SECOND MATE PATEL: No.

3 MR. JONES: Do you usually log that?

4 SECOND MATE PATEL: (Indiscernible).

5 MR. JONES: Usually log it at midnight?

6 SECOND MATE PATEL: Yeah, I'm in a hurry, I

7 don't -- I didn't log there.

8 MR. JONES: Okay, this position here, and we're

9 showing, on the 7th of the smooth log, 17:00.

10 SECOND MATE PATEL: There's (indiscernible) making

11 a mistake. Yeah, this is (indiscernible) position. It must

12 be from the eight, I've returned it from (indiscernible).

13 MR. JONES: Okay.

14 SECOND MATE PATEL: Fifty three degrees, 58.16.

15 MR. JONES: 167, 55 west.

16 MR. PATE: (Indiscernible).

17 MR. JONES: So, longitude is the same, but the

18 latitude is off by three minutes?

19 MR. PATE: One second. (Indiscernible)?

20 MR. JONES: Sure. Okay, we just cleared up the

21 17:00 time in the smooth log on the 7th, and the rough copy

22 at 17:00, which would be 53, 58.2, and 167, 55.3. This

23 latitude and longitude, again, 17:00?

24 SECOND MATE PATEL: Yeah, it's the same thing.

25 MR. JONES: 58.16?

1 SECOND MATE PATEL: Yes, sir.

2 MR. JONES: Is that your writing?

3 SECOND MATE PATEL: This is not my writing.

4 MR. JONES: Do you know, would this be the --

5 SECOND MATE PATEL: Maybe Chief might.

6 MR. JONES: -- would this be the 16:00 position --

7 SECOND MATE PATEL: No, 17:00.

8 MR. JONES: -- or 17:00?

9 SECOND MATE PATEL: 17:00 (indiscernible).

10 MR. JONES: Because it says, okay. Captain Lew,

11 what would you like to say? (Indiscernible) time out.

12 CAPTAIN LEW: In fact, it may not have been on the

13 (indiscernible).

14 MR. JONES: Back side? Right here, 20:00, 54,

15 12.9 north, okay.

16 CAPTAIN LEW: Okay.

17 MR. JONES: Is that significant for a certain

18 reason, or is it just --

19 CAPTAIN LEW: No, just to make --

20 MR. JONES: Yeah, we got it.

21 CAPTAIN LEW: -- as a continual time 17, 18 --

22 MR. JONES: Yeah.

23 CAPTAIN LEW: -- (Indiscernible) 22, and the next

24 one comes 21:00.

25 MR. JONES: Okay, it's there. Okay, Patel, this

1 is the BA chart you said, the triple six, four number triple  
2 six?

3 SECOND MATE PATEL: They're both three six.

4 MR. JONES: Triple --

5 SECOND MATE PATEL: That's for me.

6 MR. JONES: -- okay, here you go, write that down.

7 SECOND MATE PATEL: I'm not too sure, but --

8 MR. JONES: Okay.

9 SECOND MATE PATEL: -- I think this is the right.

10 MR. JONES: Okay, Patel just indicated that the  
11 chart they were possibly working off of was BHR, British  
12 Admiralty Chart 3336. So, we'll check into that for the  
13 illusions. Right now, I just have one other question,  
14 Patel. When did the Captain ask you to talk about the  
15 difference in the time?

16 SECOND MATE PATEL: So, when I came up on bridge  
17 noon, one time when I came up.

18 MR. JONES: With regards to the investigation,  
19 when did the Captain indicate to you about the difference in  
20 time with regards to this investigation?

21 SECOND MATE PATEL: Sir, when I came on dock,  
22 Captain told me that we have 23 miles in pocket, which we  
23 had. So, he asked me that I be -- show it off today,  
24 because it's slowly stopped around 10 o'clock. So, two  
25 hours we have. So, in the noon report we showed, we'll take

1 off both 23 miles, and give our actual position. So, we  
2 took off the 23 miles, and give our actual position where we  
3 where.

4 MR. JONES: Did the Captain say anything to you  
5 after the accident, after the grounding, when you were  
6 ashore?

7 SECOND MATE PATEL: Yeah, when we were ashore,  
8 Captain told me that since we have logged on the time as  
9 12:15, so we'll keep that.

10 MR. JONES: Okay.

11 SECOND MATE PATEL: We'll have to say that.

12 MR. JONES: When did he do that?

13 SECOND MATE PATEL: In the morning, he called us  
14 all in my room, everybody, all the crew which was there, and  
15 then he told us.

16 MR. JONES: Was that the morning of the --

17 SECOND MATE PATEL: Ninth.

18 MR. JONES: The 9th, the next morning?

19 SECOND MATE PATEL: Yeah.

20 MR. JONES: That was in the hotel?

21 SECOND MATE PATEL: Yes, sir.

22 MR. JONES: Was that the entire crew that was --

23 SECOND MATE PATEL: There was nine of us, nine  
24 plus one captain.

25 MR. JONES: All right, Patel, that's all I have

1 right now.

2 MR. MCPHILAMY: Good morning, sir --

3 SECOND MATE PATEL: Good morning.

4 MR. MCPHILAMY: -- this Sean McPhilamy, with the  
5 U.S. Coast Guard. I have a couple of questions on  
6 procedure. For sailing from Seattle, which charts, not  
7 numbers, which charts did you use? British Admiralty  
8 exclusive on --

9 SECOND MATE PATEL: British Admiralty  
10 (indiscernible).

11 MR. MCPHILAMY: Thank you very much. Can you  
12 please tell me how you obtained, in a normal watch, in a  
13 normal watch, how do you obtain the position for the chart?

14 SECOND MATE PATEL: In sea going then we're --

15 MR. MCPHILAMY: Ocean.

16 SECOND MATE PATEL: -- we're in ocean route.  
17 Normally, we've got positions every one hour, but since in  
18 this we weren't using large scale charts, mid oceans. So,  
19 one, our position was being too close. So for that reason  
20 we were using two hours.

21 MR. MCPHILAMY: May I ask --

22 SECOND MATE PATEL: Sometimes the scale was too  
23 small. Like, one chart, the scale is too small. So, we  
24 were using (indiscernible) the mid ocean.

25 MR. MCPHILAMY: Yes.

1           SECOND MATE PATEL: Like, when you were coming to  
2 resolve the (indiscernible) mid ocean. We're coming --  
3 we're not doing this (indiscernible) exactly. He came  
4 directly. So, we're in middle ocean. So, that time we're  
5 using four hours.

6           MR. MCPHILAMY: Thank you. I understand, due to  
7 the scale of the chart, the position on the chart would be  
8 plotted one, two, or four hours. I understand, but how did  
9 you obtain the position? Not how did you plot --

10          SECOND MATE PATEL: GPS.

11          MR. MCPHILAMY: GPS?

12          SECOND MATE PATEL: If you're in mid ocean, GPS,  
13 and we are in close waters, we usually take (indiscernible).  
14 (Indiscernible) our (indiscernible) match.

15          MR. MCPHILAMY: Do you have one GPS unit, or two?

16          SECOND MATE PATEL: Two GPS units.

17          MR. MCPHILAMY: Do you do comparison between that  
18 and --

19          SECOND MATE PATEL: Yeah.

20          MR. MCPHILAMY: Okay.

21          SECOND MATE PATEL: We do.

22          MR. MCPHILAMY: Do you happen to remember --

23          SECOND MATE PATEL: Both are always the same.

24          MR. MCPHILAMY: Thank you. Do you happen to  
25 remember the model or name? It's okay if you don't.

1 SECOND MATE PATEL: I think it's (indiscernible).

2 MR. MCPHILAMY: (Indiscernible). For the position  
3 on the chart that you write down, do you also write down  
4 that position anywhere else? Do you log it on paper, or do  
5 you --

6 SECOND MATE PATEL: GPS log book.

7 MR. MCPHILAMY: GPS log book. Is that GPS log  
8 book entry the same as the chart? So, if you plot every  
9 four hours, do you enter every four hours?

10 SECOND MATE PATEL: No, GPS log book, we write  
11 every one hour. Even if you are plotting two hours, or four  
12 hours, but GPS log book we write every one out.

13 MR. MCPHILAMY: Do you know the current location  
14 of the GPS log book?

15 SECOND MATE PATEL: On the chart table.

16 MR. MCPHILAMY: On the chart table. To the best  
17 of your knowledge, the accuracy of GPS, are you writing the  
18 exact GPS position in that GPS log book?

19 SECOND MATE PATEL: Yeah, up to two digits.

20 MR. MCPHILAMY: Up to two digits --

21 SECOND MATE PATEL: Yeah.

22 MR. MCPHILAMY: -- of minutes?

23 SECOND MATE PATEL: Of minutes. There are three  
24 digits in the GPS. We write up to two minutes.

25 MR. MCPHILAMY: Prior to the 6th, the entry for

1 the noon position, in this log, is this from GPS, or is this  
2 pocket time?

3 SECOND MATE PATEL: In this log, it's the noon  
4 position at pocket time.

5 MR. MCPHILAMY: Pocket time.

6 SECOND MATE PATEL: Yeah, only we took it off on  
7 the 6th. The 6th noon, we took it off.

8 MR. MCPHILAMY: How did you calculate pocket time?  
9 Was this from who? How did you do this?

10 SECOND MATE PATEL: Like, we ring full every time.  
11 We make it literally. Suppose, if you had (indiscernible)  
12 at 10 o'clock, so we put it at 12 o'clock so that the -- the  
13 sense is the same. Actual, the sense he had given  
14 (indiscernible) late, and if we have dense speed earlier,  
15 good. Like in the Puget Sound, we'd done good speed.

16 So, we keep those little speed in mind, and so  
17 that later on, when we're doing little bad ship speed, we  
18 can show those miles off, and show good speed.

19 MR. MCPHILAMY: How did you learn this practice?

20 SECOND MATE PATEL: From my captain.

21 MR. MCPHILAMY: Prior to sailing on board  
22 Selendang Ayu, did you know this practice?

23 SECOND MATE PATEL: Yes, sir, I had an idea about  
24 it.

25 MR. MCPHILAMY: At approximately 09:30 on the 6th,

1 may I ask, where were you, and what were you doing?

2 SECOND MATE PATEL: I was sleeping.

3 MR. MCPHILAMY: Thank you. Do you remember  
4 waking, or how did you come up with 09:30?

5 SECOND MATE PATEL: I think it was tall officer.  
6 I vaguely remember him telling him that it stopped at this  
7 time.

8 MR. MCPHILAMY: Thank you. At the moment, nothing  
9 more. Captain Lew?

10 CAPTAIN LEW KWOK YUE: This is Captain Lew,  
11 (indiscernible) shipping. Second Mate, normally, when you  
12 ring the 10 o'clock four eight, how long does it takes the  
13 (indiscernible) end to move up to reach full maneuvering  
14 speed itself? Do you have an idea?

15 SECOND MATE PATEL: Actually, I just tell Sean,  
16 there are two. One is the (indiscernible) and one is  
17 (indiscernible) actually she is doing. So, I just leave it  
18 on the one which is set.

19 CAPTAIN LEW KWOK YUE: Yes.

20 SECOND MATE PATEL: I set it on that and then I go  
21 to doing my normal work, like plotting positions in mind.

22 CAPTAIN LEW KWOK YUE: So, in other words, even if  
23 you set it at the full speed, the rpm would not have reached  
24 full speed itself?

25 SECOND MATE PATEL: Yeah.

1 CAPTAIN LEW KWOK YUE: It would take time to --

2 SECOND MATE PATEL: Yeah.

3 CAPTAIN LEW KWOK YUE: -- slowly reach full speed?

4 SECOND MATE PATEL: Yes, sir.

5 CAPTAIN LEW KWOK YUE: Am I correct to say that on  
6 their departure from Seattle, on the passage of John  
7 (indiscernible) Straight, what speed would you think you'd  
8 be doing at that speed?

9 SECOND MATE PATEL: Well, I don't remember  
10 exactly, but I remember it as doing good speed, because  
11 Pilot was telling me we're doing -- the current is surveying  
12 us right now. So, and we were at the -- we were trying to  
13 be at the center of the (indiscernible).

14 I was the one was plotting positions in that  
15 (indiscernible). So, like, we were little close to the  
16 traffic surveillance team in the John (indiscernible). So,  
17 I just told Pilot that our surveyor pretty close to the  
18 separation team. He said yeah, I'm purposely being little  
19 at the center so that now the current is surveying us, and  
20 we're doing good speed. I don't exactly remember the  
21 digits.

22 CAPTAIN LEW KWOK YUE: When you woke up on the 6th  
23 to take over the watch, were you aware of what was happening  
24 in the engine room, or what has happened to the ship itself?

25 SECOND MATE PATEL: No, sir. At 11:30 when I went

1 to the mess room, for having dinner, at that time, I gain to  
2 know the ship is stopped.

3 CAPTAIN LEW KWOK YUE: You were not aware of what  
4 is happening except when the ship is stopped?

5 SECOND MATE PATEL: Yes, sir.

6 CAPTAIN LEW KWOK YUE: Okay, when you went up to  
7 the bridge, I believe you have to plot the position down --

8 SECOND MATE PATEL: Yes, sir.

9 CAPTAIN LEW KWOK YUE: -- you take your distance  
10 that you have run from day to day, itself --

11 SECOND MATE PATEL: Yes, sir.

12 CAPTAIN LEW KWOK YUE: -- and normally, in normal  
13 practice, you would consult with the captain, put down the  
14 positions, and all these things?

15 SECOND MATE PATEL: Yes, sir.

16 CAPTAIN LEW KWOK YUE: You have stated, in your  
17 early statement, that the captain has advised you, briefed  
18 you, to use the pocket distance on that. You have also  
19 mentioned that upon arrival here, the master have so brief  
20 you on the time. You indicate when the engine is to be  
21 stopped?

22 SECOND MATE PATEL: Yes, sir.

23 CAPTAIN LEW KWOK YUE: Can you remember, also --  
24 sorry, I'll rephrase it again. What is it that makes you,  
25 now, tells us that this time is not the actual time, but the

1 time at 10 -- sorry, 9:50 is where the time is actually  
2 stopped?

3 SECOND MATE PATEL: Sir, (indiscernible) captain  
4 told us that he's going to give the actual statement, and  
5 (indiscernible).

6 CAPTAIN LEW KWOK YUE: A few day's time?

7 SECOND MATE PATEL: No, captain told us that  
8 before I told you I (indiscernible) to say 12:15. Now, I'm  
9 going to go and tell the authorities that -- the actual  
10 time. So, even you go and say the actual time.

11 CAPTAIN LEW KWOK YUE: Was that only to you,  
12 or --

13 SECOND MATE PATEL: Everybody.

14 CAPTAIN LEW KWOK YUE: -- to everybody itself?

15 SECOND MATE PATEL: Everybody, he called everybody  
16 and told us. I mean, at that time only four of us were  
17 there, in the (indiscernible). I mean, me, third engine,  
18 and fourth engine (indiscernible).

19 CAPTAIN LEW KWOK YUE: Did he explain the reason?

20 SECOND MATE PATEL: Yeah, he said that we don't  
21 have to say lies, we'll say the truth.

22 CAPTAIN LEW KWOK YUE: Okay, from the time in  
23 which the ship had stopped, going back on the 6th, during  
24 your watch time, had you heard anything on the VHF? Any  
25 communications of any vessels, or any Coast Guard, or any --

1 SECOND MATE PATEL: No, sir.

2 CAPTAIN LEW KWOK YUE: -- (indiscernible)

3 communications?

4 SECOND MATE PATEL: No, only VHF (indiscernible).

5 CAPTAIN LEW KWOK YUE: On the 7th, early morning,  
6 did you try to make any communications with shore station,  
7 Coast Guard?

8 SECOND MATE PATEL: Yes, sir, at 7 -- as soon as I  
9 came on watch, third mate told me that he's trying to  
10 contact Dutch Harbor on channel 16, and then he went down,  
11 and I started contacting. I called -- started calling Dutch  
12 Harbor on channel 16. I was not able to get through. So,  
13 then, captain said forget it, you'll look in the  
14 (indiscernible) for the telephone number of Dutch Harbor,  
15 and we'll call them on telephone. So, I look into  
16 (indiscernible) for (indiscernible). I found the number for  
17 Dutch Harbor, Harbor Master, and captain called up at that  
18 time.

19 CAPTAIN LEW KWOK YUE: That is on the 7th?

20 SECOND MATE PATEL: 7th morning, night watch.

21 CAPTAIN LEW KWOK YUE: Where were you when the  
22 (indiscernible) line parted?

23 SECOND MATE PATEL: Sir, I was sleeping.

24 CAPTAIN LEW KWOK YUE: Okay, no further questions.

25 MR. JONES: Okay, Patel, just one quick one. When

1 you depart Seattle, do you, as practice with your captain,  
2 yourself, do you ring departure, or do you take departure at  
3 a certain position --

4 SECOND MATE PATEL: Yeah, the time that we --

5 MR. JONES: -- to start the voyage?

6 SECOND MATE PATEL: -- the time we (indiscernible)  
7 of it.

8 MR. JONES: What's full away? Can you explain  
9 full away to me?

10 SECOND MATE PATEL: Okay, when we are clear of all  
11 the fishing traffic and all that and when we no longer need  
12 to maneuver.

13 MR. JONES: Okay.

14 SECOND MATE PATEL: That is full away.

15 MR. JONES: Is there a position on the chart, a  
16 prominent, the buoy, the --

17 SECOND MATE PATEL: Yeah, we have a  
18 (indiscernible) other position. We have. Maybe it's there  
19 in (indiscernible) ship. I must have (indiscernible).

20 MR. JONES: Okay, I was just curious.

21 SECOND MATE PATEL: It was --

22 MR. JONES: A Juliette Buoy?

23 SECOND MATE PATEL: Should be close to Juliette  
24 Buoy.

25 MR. JONES: Okay, but it was -- you were in the

1 straights of Juan De Fuca or had departed the sea?

2 SECOND MATE PATEL: The --

3 MR. JONES: Traffic scheme?

4 SECOND MATE PATEL: The Juliette Buoy is at 270  
5 Coast --

6 MR. JONES: Right.

7 SECOND MATE PATEL: So, we are most coming out of  
8 it, just coming out of the straights.

9 MR. JONES: Okay.

10 SECOND MATE PATEL: (Indiscernible) traffic  
11 (indiscernible) written scheme is still there.

12 MR. JONES: Okay, and I might have asked this  
13 before, Patel, and just -- how long have you worked with the  
14 captain, Captain Singh?

15 SECOND MATE PATEL: Four and a half months. Four  
16 and a half months.

17 MR. JONES: Are you getting along good with him?

18 SECOND MATE PATEL: Yeah.

19 MR. JONES: Do you like him?

20 SECOND MATE PATEL: Yes, I like him.

21 MR. JONES: A competent master?

22 SECOND MATE PATEL: Yeah, he's a good master.

23 MR. JONES: Do you take celestial observations,  
24 (indiscernible)?

25 SECOND MATE PATEL: Yeah, we take (indiscernible).

1 We have a book, we write it down in that.

2 MR. JONES: Compass error book?

3 SECOND MATE PATEL: Yes, sir.

4 MR. JONES: Do you use a sextant?

5 SECOND MATE PATEL: Sir, usually the weather is  
6 too bad.

7 MR. JONES: Yeah.

8 SECOND MATE PATEL: So, we were not able to take  
9 them on site. In fact, in this weather -- so whenever we  
10 took compass error, it was like we just ran, took it, and  
11 came in, and so many times I use to go to it, already  
12 (indiscernible) coming, so already covered. It use to be  
13 like whenever you're taking one -- so, it was not very  
14 clear. The clouds were coming and going, because -- it was  
15 not (indiscernible).

16 MR. JONES: Were there orders for you to take?

17 SECOND MATE PATEL: Yeah, captain use to tell us  
18 to take compass error.

19 MR. JONES: Did he have written orders?

20 SECOND MATE PATEL: Yeah, in the master's night  
21 order book, he use to write it down.

22 MR. JONES: Where's the master's night order book?

23 SECOND MATE PATEL: It should be near the GPS, on  
24 the chart table.

25 MR. JONES: Still on board the vessel, probably?

1 SECOND MATE PATEL: Yes, sir.

2 MR. JONES: So, would you say to take Azimuths or  
3 compass error observations standard?

4 SECOND MATE PATEL: Yes, sir.

5 MR. JONES: Standing orders?

6 SECOND MATE PATEL: Yes, sir.

7 MR. JONES: Once a watch?

8 SECOND MATE PATEL: Yes, sir.

9 MR. JONES: Well, don't just -- I'm just asking  
10 when it was, once a watch?

11 SECOND MATE PATEL: Once a watch, yes, sir.

12 MR. JONES: Okay, I'm sorry.

13 SECOND MATE PATEL: (Indiscernible) we've been  
14 taking once a watch.

15 MR. JONES: Okay, so any time --

16 SECOND MATE PATEL: And if you were not able to  
17 take it, we use to write it down in the log book. Earlier,  
18 we were thinking of writing it -- we were writing it in the  
19 deck log book that error unobtainable.

20 MR. JONES: Okay.

21 SECOND MATE PATEL: Just writing error  
22 unobtainable in the deck log book. I think I must have  
23 written when I unable to take it.

24 MR. JONES: The Selendang Ayu's bridge wings are  
25 out board of the wheel house, pilot house?

1           SECOND MATE PATEL:  Yes, both starboard and  
2 (indiscernible) top.

3           MR. JONES:  And you have the repeater out there?

4           SECOND MATE PATEL:  Yeah, we have a repeater on  
5 the boat wing, starboard wing, and one in the center.

6           MR. JONES:  Okay, inside the house?

7           SECOND MATE PATEL:  Inside the wheel house.

8           MR. JONES:  Okay, what kind of instrument did you  
9 use for taking the celestials?

10          SECOND MATE PATEL:  Azimuth circle.

11          MR. JONES:  Azimuth circle?  Mirrors, and cross  
12 hairs?

13          SECOND MATE PATEL:  Yeah, mirrors and  
14 (indiscernible).

15          MR. JONES:  All right, that's all I have Patel.

16          MR. MCPHILAMY:  Sir, I appreciate -- this is Sean  
17 McPhilamy again, sir.  Sir, I appreciate your coming forward  
18 with this information.  I appreciate the detail with which  
19 you've helped us.  To the best of your memory, is there  
20 anything else that we should know that is not accurate in  
21 your statement?

22          SECOND MATE PATEL:  Sir, I think there only was  
23 the time difference.  I'm sorry for that, but I have to  
24 say -- but only thing is the time difference, nothing else,  
25 and since the vessel had stopped, the positions are all

1 accurate, and even the distance is accurate. The distance  
2 we have given is also the accurate, actual, distance. Thank  
3 you.

4 SECOND MATE PATEL: Thanks.

5 MR. JONES: That concludes the interview then,  
6 Patel, thank you very much, again --

7 SECOND MATE PATEL: Thanks.

8 MR. JONES: -- for your time and your candor.

9 (Whereupon, at 9:40 a.m., the interview was concluded.)

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

## C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the grounding of the Selendang Ayu on December 9, 2004.

INTERVIEW OF SECOND MATE KAYOMARZ J. PATEL

Eve Jemison, Transcriber