

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

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CROWN PRINCESS

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JULY 18, 2006

* Docket No.: DCA-06-MP-018

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Interview of: SECOND OFFICER ADAM STRATFORD

Crown Princess

Friday,
July 21, 2006

The above-captioned matter convened, pursuant to
notice at 11:30 a.m.

BEFORE: TOM ROTH-ROFFY

APPEARANCES:

TOM ROTH-ROFFY
Investigator
National Transportation Safety Board

WARRANT OFFICER DAVID COOKE
Senior Investigator
U.S. Coast Guard
Sector Jacksonville

ALAN WILSON
Fleet Captain
Princess Cruise

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I N T E R V I E W

(11:30 a.m.)

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3 MR. ROTH-ROFFY: The time is now about 11:30 and the
4 date is the 21st of July 2006, and we're here to interview
5 Second Officer Allan --

6 SECOND OFFICER STRATFORD: Adam.

7 UNIDENTIFIED MALE: Adam.

8 MR. ROTH-ROFFY: Adam, I'm sorry. This will be our
9 second interview. Just a couple of more things to kind of
10 clear up and try to get a little bit more information about,
11 you know, what happened on the bridge of the day of the
12 accident.

13 INTERVIEW OF SECOND OFFICER ADAM STRATFORD

14 BY MR. ROTH-ROFFY:

15 Q. First off, let me ask you if you've had any
16 recollections that you haven't discussed with us yet, you know,
17 it's been a couple of days since the incident. Is there
18 anything that has occurred to you, you've remembered that you
19 haven't already told us?

20 A. None. It's --

21 Q. It's probably fading away more than coming back.

22 A. Yeah. It's blurring over a bit, little bit more than
23 it was, yeah.

24 Q. Okay. Let's talk about your training with the helm
25 and the autopilot, the NACOS and all that. Could you go over

1 that again with us, your training and experience in operating
2 that particular system?

3 A. This has been the first time that I've served with a
4 NACOS system. When I joined the ship, during my handout of the
5 guy that relieving me, sorry, the guy I was relieving --

6 Q. Right.

7 A. -- went through the operation of the autopilot
8 switching from NACOS 1 to autopilot, the -- hand steering, and
9 also the radar, itself.

10 Q. Okay. You say this was the first ship that you've
11 been on that had this particular --

12 A. Well, no, it's not the first ship, on my previous
13 ship it wasn't really utilized because we were in Alaska hand
14 steering all the time. It really wasn't -- it wasn't utilized.

15 Q. And that was your previous ship that you were on in
16 Alaska?

17 A. Yes.

18 Q. What ship was that?

19 A. Diamond Princess.

20 Q. Island -- Diamond or Island?

21 A. Diamond.

22 Q. Diamond. How about -- and that was the immediately
23 previous ship that you -- to this one?

24 A. The Diamond --

25 Q. How about the ship before the Diamond Princess?

1 A. That didn't have the NACOS system.

2 Q. And what ship was that?

3 A. QE2.

4 BY UNIDENTIFIED MALE:

5 Q. I'm sorry. Did you say it did not have the NACOS
6 system?

7 A. It didn't have NACOS, no.

8 Q. Okay.

9 BY MR. ROTH-ROFFY:

10 Q. What sort of system did they have?

11 A. They just had the radar with the track pilot, I'm
12 sorry, track pilot so you could do your heading course in track
13 mode, but it wasn't an integrated bridge system.

14 Q. Okay. Before the QE2, what ship were you on?

15 A. The Caronia, and that just had an auto pilot. That
16 didn't even have radar switch facilitated heading course and --

17 Q. You say the radar --

18 A. Yeah. It was --

19 Q. -- facilitates the heading --

20 A. It was just a stand alone radar, stand alone --

21 Q. Okay.

22 A. -- autopilot.

23 Q. So, no integrated radar.

24 A. No, nothing at all.

25 Q. Did it have an Ecdis?

1 A. No.

2 Q. Of course, the QE2, did they have an Ecdis?

3 A. They had an electronic chart, but it wasn't Ecdis.

4 Q. Okay.

5 MR. ROTH-ROFFY: ECS.

6 UNIDENTIFIED MALE: What did you say?

7 MR. ROTH-ROFFY: ECS I think they call it.

8 UNIDENTIFIED MALE: ECS?

9 MR. ROTH-ROFFY: Electronic Chart System.

10 BY MR. ROTH-ROFFY:

11 Q. Caronia, did they have an ECS, Electronic Chart?
12 Paper chart?

13 A. Oh, paper charts, yes.

14 Q. Paper charts. Okay. Before the Caronia.

15 A. Before the Caronia, was the Sea Borne Legend. They
16 had an earlier generation of the Atlas Radar, again with
17 autopilot, but also with the considered -- with heading mode.
18 Again, that was just -- it wasn't an Ecdis ship or anything
19 like that.

20 Q. No Ecdis, paper or --

21 A. Paper but we had Electronic Charts written on a disk
22 and it wasn't integrated or there's no Ecdis --

23 Q. Okay. Okay. The positions you sailed on each of
24 those vessels, starting with, I guess, the Diamond?

25 A. Diamond was Second Officer.

1 Q. Second Officer.

2 A. Junior Watch Keeper.

3 Q. Junior. QE2?

4 A. Senior Watch Keeper.

5 Q. Senior.

6 A. Senior.

7 Q. Senior Second?

8 A. Yeah. Slight different naming system, you know,

9 but --

10 Q. Okay.

11 A. -- in all intents and purposes.

12 Q. Caronia?

13 A. Caronia, it was First Officer position but it was a

14 Single Man, Single Officer ship, and I was the Watch Keeper --

15 Officer of the Watch.

16 Q. So, there weren't two licensed people --

17 A. No --

18 Q. -- Watch, one --

19 A. And that's the same for the Legend, as well.

20 Q. Okay. So, what year are we at on Sea Borne Legend?

21 A. That would have been 2003. Yeah.

22 Q. Okay. Now, let's talk about your training with the

23 SAM NACOS system. When did you have that and where was that

24 and --

25 A. I believe in my previous entry I said 2003. However,

1 that was an educated guess based on timelines. I'm not a
2 hundred percent sure. I still believe it's 2003.

3 Q. Okay. That's fine. And there was some discussion
4 about the duration or length of the course. I think you said
5 it was a three day course?

6 A. In the interview I said two day --

7 Q. Two day.

8 A. -- but again, I could be wrong. It's, you know,
9 three years ago.

10 Q. It could have been a five day course?

11 A. I'm really not sure. I don't remember it being as
12 long as five days.

13 BY UNIDENTIFIED MALE:

14 Q. Are you saying it wasn't five days or you just don't
15 have any recollection of how long it was.

16 A. I have no recollection of how long it was.

17 Q. Okay.

18 BY MR. ROTH-ROFFY:

19 Q. And where was that course held?

20 A. Germany. Bremerhaven.

21 Q. Bremerhaven.

22 A. I'm sorry, Bremen.

23 Q. Bremen. And that was put on by SAM Electronics?

24 A. Yes, it was.

25 Q. During that course, did they talk about the settings

1 for the NACOS, like rudder limit, economy, any other limits
2 that you, you know, the operator is able to put in there, did
3 they cover that in the training?

4 A. I don't remember.

5 Q. Did you get a certificate for that training, do you
6 remember?

7 A. Yes.

8 Q. Do you remember what was taught in that training
9 course?

10 A. As far as I remember, it was a familiarization of the
11 equipment because it was a system that was being placed onto
12 QE2, and we were all just learning because it was very
13 different to what we'd had previously.

14 Q. Okay. I think you said QE2 did not have a NACOS.

15 A. No, it was -- we were learning the radars.

16 Q. Oh, you were learning the radars?

17 A. Yeah.

18 Q. You weren't learning about the --

19 A. That was for like -- charts and that sort of thing
20 was brought into it. That as far as I knew when I went to do
21 this course, it was to be familiar with the radars before they
22 were placed on board the ship, but I believe it was passed as a
23 NACOS course. We did simulations and things like that with the
24 equipment.

25 Q. Okay. So, you definitely learned about the radars --

1 A. Um-hum.

2 Q. -- at this course, right --

3 A. Yeah.

4 Q. -- in 2003. And you also covered NACOS.

5 A. I believe so.

6 Q. Okay. What else was covered in the course?

7 A. How to do a passage plan using electronic charts.

8 Q. Electric charts or Ecdis?

9 A. Yes.

10 Q. And you had -- so, you did have training on the Ecdis

11 system?

12 A. Yes.

13 Q. So, you had --

14 BY UNIDENTIFIED MALE:

15 Q. I'm sorry, you did some training in Ecdis or you

16 didn't?

17 A. We would -- see, I don't class it as being trained.

18 We were shown what the radars could do and what the electronic

19 charts could do.

20 Q. So, there was no Ecdis courses --

21 A. No, just --

22 Q. -- electronic --

23 A. No.

24 Q. -- charts.

25 A. It was just electronic, yeah.

1 BY MR. ROTH-ROFFY:

2 Q. Okay. So, Electronic Charts rather than Ecdis. So,
3 radar, NACOS a little bit, maybe --

4 A. Maybe.

5 Q. Maybe, yeah. Electronic charts you talked about, and
6 you talked about some simulator work?

7 A. Yeah, using those radars just as a familiarization at
8 plotting targets and that sort of thing.

9 Q. Okay.

10 A. We weren't actually in a built-in simulator.

11 Q. Okay. So, it was just the radar simulator. What
12 else was covered? If you can remember.

13 A. No, no --

14 Q. I'm not trying to --

15 A. I can't remember anything else.

16 Q. And you think you did all that in two days?

17 A. Again, I --

18 MR. ROTH-ROFFY: I'm sorry, I'm not trying to --

19 UNIDENTIFIED MALE: I thought you --

20 MR. ROTH-ROFFY: -- but it seems like a lot to cover
21 in a couple of days.

22 SECOND OFFICER STRATFORD: Yeah.

23 UNIDENTIFIED MALE: I thought he said that he didn't
24 recall --

25 MR. ROTH-ROFFY: Yeah.

1 UNIDENTIFIED MALE: He -- that the other day he said
2 that he thought it was two days but he --

3 MR. ROTH-ROFFY: It could of --

4 UNIDENTIFIED MALE: -- really wasn't sure.

5 MR. ROTH-ROFFY: Yeah. But I was just trying to
6 maybe jog his memory, you know, having discussed all of these
7 topics that maybe he realized that maybe -- that's fine. I'm
8 not trying to --

9 SECOND OFFICER STRATFORD: I don't remember.

10 BY MR. ROTH-ROFFY:

11 Q. Okay. Was there a test during this training or --
12 either during the training or at the end of the training that
13 you had to do --

14 A. Not that I recall.

15 Q. -- to show competence or proficiency in the material?
16 What was your -- I know it's been a couple, three years, since
17 you had it, what was your evaluation of the course? Was it
18 valuable? You felt it was useful and covered the material
19 well?

20 A. It was good to learn what radars we were going to be
21 getting on QE2. Some of the stuff was a bit advanced and he
22 did seem to spend time on going through on stuff that wasn't
23 operation with the radar and, as far as, we had to go there to
24 be familiar with these radars so that when they came on board
25 the ship we could use them.

1 Q. Right.

2 A. And there was a lot of technical stuff which really
3 just, you know, did go over my head.

4 Q. It wasn't really practical use to you.

5 A. It wasn't practical use, exactly, but for learning
6 the radars, it was a very beneficial course.

7 Q. And for learning the NACOS system, you don't even
8 remember the -- how much that was covered, so --

9 A. Yeah.

10 Q. -- it's hard to say how beneficial that training was.

11 UNIDENTIFIED MALE: Well, that's not a fair
12 characterization.

13 MR. ROTH-ROFFY: Oh, now you've --

14 UNIDENTIFIED MALE: It's --

15 MR. ROTH-ROFFY: No, no, no, I'm trying to --

16 UNIDENTIFIED MALE: No, I understand --

17 MR. ROTH-ROFFY: -- restate what he said, but I'm
18 trying to --

19 UNIDENTIFIED MALE: I understand.

20 MR. ROTH-ROFFY: -- just kind of summarize.

21 UNIDENTIFIED MALE: I just don't want, I mean, to --

22 MR. ROTH-ROFFY: Okay. I'll --

23 UNIDENTIFIED MALE: -- it's an acquiescence to a
24 statement that it really wasn't beneficial.

25 MR. ROTH-ROFFY: No, no, I said, because you can't

1 remember the extent of the training, it's difficult to say
2 whether or not --

3 UNIDENTIFIED MALE: Okay.

4 MR. ROTH-ROFFY: -- it was beneficial.

5 UNIDENTIFIED MALE: Well --

6 MR. ROTH-ROFFY: I think that's what I said. Now
7 there's something wrong with that, too, I guess.

8 UNIDENTIFIED MALE: No, but, okay.

9 MR. ROTH-ROFFY: I was going to ask him was the NACOS
10 training beneficial?

11 UNIDENTIFIED MALE: Okay.

12 MR. ROTH-ROFFY: Did he learn something out of it?

13 UNIDENTIFIED MALE: Yeah.

14 MR. ROTH-ROFFY: But then I said, well --

15 UNIDENTIFIED MALE: That's a good --

16 MR. ROTH-ROFFY: -- you probably don't --

17 UNIDENTIFIED MALE: That's a better question rather
18 than --

19 MR. ROTH-ROFFY: Okay. That's fine.

20 UNIDENTIFIED MALE: Okay.

21 MR. ROTH-ROFFY: As long as --

22 UNIDENTIFIED MALE: I mean, I want you to ask your
23 question. I just want to make sure that, you know, we're --

24 MR. ROTH-ROFFY: We don't misinterpret the response.

25 UNIDENTIFIED MALE: Right. Exactly.

1 MR. ROTH-ROFFY: Okay.

2 BY MR. ROTH-ROFFY:

3 Q. Okay, what other training on the NACOS system,
4 that -- other than this course have you had? You mentioned you
5 had some turnover training on the -- which vessel did you get
6 that training --

7 A. On here.

8 Q. On here. So, the lady you relieved on here --

9 A. No, it was a guy.

10 Q. Okay.

11 A. No, that's right, it was --

12 Q. Yeah, the fellow you relieved kind of went through
13 the system with you, what the adjustments were and what else
14 did he tell you and how long did he spend with that?

15 A. As -- he asked if I'd used these radars before and
16 obviously I had. We had a discussion to just clarify to make
17 sure they were -- they weren't a different generation, and as
18 far as we could see from, there's a few minor differences, but
19 overall similar to what I've used on QE2, but they seem to
20 be -- the main functions were the same, anyway.

21 Q. Okay.

22 A. And we didn't spend too long on it because with a
23 four day handover, I had a lot to get through, and, you know,
24 as I -- I knew these, as I thought I knew these radars, I could
25 spend time, more time on other pieces of equipment.

1 Q. Okay. You're saying radar, but I was thinking more
2 about the NACOS system.

3 A. Oh, the NACOS system. Very little time.

4 Q. Okay. Do you have a -- do you feel you have a good
5 understanding of the operator settings and when to use them
6 and, you know, what their affect is on maneuvering?

7 A. Yes, reasonable --

8 Q. You've received training on that? Where did you
9 learn about that?

10 A. Just that -- you train to the settings based on the
11 conditions that you got at the time and then you adjust them as
12 those conditions change.

13 Q. But how do you know where to put them, I mean, for
14 example, the economy setting was at five. Why would you put it
15 at five?

16 UNIDENTIFIED MALE: Are you talking about the rudder
17 economy?

18 MR. ROTH-ROFFY: Well, I think it's just termed
19 economy.

20 SECOND OFFICER STRATFORD: On the system it just says
21 economy, but it --

22 UNIDENTIFIED MALE: Okay. I know, I haven't seen it.
23 I'm just -- I've heard the use of the term rudder and --

24 MR. ROTH-ROFFY: Okay.

25 UNIDENTIFIED MALE: Okay, no problem.

1 SECOND OFFICER STRATFORD: But it is rudder.

2 BY MR. ROTH-ROFFY:

3 Q. Okay.

4 A. It's how much the rudder is used to keep the ship on
5 the course.

6 Q. Okay. So, it was on five, and, I mean, is that the
7 appropriate setting?

8 A. For the conditions, yes. It was nice and calm. We
9 weren't in heavy weather or anything. So, economy five was --

10 Q. Was appropriate.

11 A. Seemed sufficient, yeah.

12 Q. Okay. What if you got into a little bit of heavier
13 weather, what -- how would you change your settings?

14 A. Lower it down to, well, a lower number to give the
15 ship more chance to, you know, keep on the track.

16 Q. But you're confident or you believe that five was
17 appropriate for the sea conditions you were -- experienced on
18 that day?

19 A. Yes.

20 Q. And how would you describe those sea conditions?

21 A. A slight sea, negligible swell, and winds was three
22 to four. It was, as I say, until it happened, a very nice
23 afternoon. The weather conditions weren't a concern to me.

24 UNIDENTIFIED MALE: I'm sorry, what'd you say, force
25 three or four?

1 SECOND OFFICER STRATFORD: Yeah.

2 BY MR. ROTH-ROFFY:

3 Q. What about the other settings? Could you describe
4 your understanding of how they're to be set up?

5 A. Okay. The rudder limits, when the ship is in one of
6 three modes, that is the maximum the rudder will go to.

7 Q. Okay.

8 A. Then you got the track. It's how many meters you can
9 set either side of the track, where you can put it into, or
10 allow the ship to come back on through its course, which
11 looked, yeah -- I'm trying to think of the other settings. I
12 can't think of the other settings right now.

13 Q. Okay. That's fine. And how did you learn about
14 these settings on, you know, how to change them, when to change
15 them?

16 A. I learned that on the QE2.

17 Q. On QE2.

18 A. Yeah.

19 Q. And was that -- who -- did you learn them on your own
20 or did somebody instruct you on these?

21 A. Someone instructed me on them.

22 Q. Who was that?

23 A. It was the guy I was on with. I was Junior Watch
24 Keeper --

25 Q. Okay.

1 A. -- at the time. This was a trip before the -- got
2 written down on that and it was the First Officer I was on
3 watch with.

4 Q. Okay. Now, as the vessel was departing, you
5 mentioned that you recall that the Staff Captain had made some
6 adjustments --

7 A. Um-hum.

8 Q. -- to the rudder limit, had increased it from five to
9 ten. That's your recollection, right?

10 A. No. I remember him changing the settings and at one
11 point they were at ten, but I don't remember that -- what
12 happened after that. As far as I knew, they were -- I assumed
13 they'd been put back to what they were originally.

14 Q. Okay.

15 A. Because the -- as far as I remember, they were
16 changed, yeah, that part, they were changed but I just assumed
17 that they were back to -- they'd been changed back to their
18 normal settings because everything was okay again.

19 Q. Okay. There -- apparently the Captain noticed some
20 fluctuations, I believe was his term, yawing has been used to
21 describe the conditions and conferred was the Staff Captain
22 to -- about the problem, and the Staff Captain apparently made
23 some setting adjustments to the rudder limit, which apparently
24 corrected the yawing problem. Why would you believe that they
25 would put it back to where they had a yawing problem? Wouldn't

1 it seem reasonable that, you know, you got a yawning problem,
2 you adjust it, it settles out, would you now go back to where
3 it previously was where you had the problem?

4 A. Now it does, but at the time --

5 Q. Okay.

6 A. I --

7 Q. At the time.

8 A. I just assumed that, I assumed that it was back to
9 where they were originally.

10 Q. But you don't really recall anybody putting them back
11 to the original settings.

12 A. I don't recall, no.

13 Q. Okay. Okay, the last time I spoke with you we talked
14 about your -- what you had done in the previous 72 hours. Have
15 you had a chance to --

16 A. I have --

17 Q. -- document all that?

18 A. Yes, I have. I was given a form to fill in and the
19 rest --

20 Q. Right. We call it work/rest cycle.

21 A. Yes.

22 Q. You know, when you're working, resting, playing,
23 whatever. So, you've been able to go through that and you
24 have --

25 A. I have done, yes.

1 Q. You fairly certain that that's -- you were able to
2 accurately recall your activities of the past three days?

3 A. Yes.

4 Q. Okay. Now, jumping ahead in this timeline to when
5 you noticed the high rate of turn, which you said it turned all
6 red, which caught your eye and you called for the Command to
7 helm, or what words did you use? Man to the helm or --

8 A. Man to the wheel.

9 Q. Man to the wheel, okay.

10 A. Yeah.

11 Q. Something like that, and you didn't see them
12 immediately responding, right?

13 A. That's right.

14 Q. So, you, yourself, went over there --

15 A. Um-hum.

16 Q. Did you -- which way were you facing when you reached
17 the rudder, or the wheel? Were you facing forward or aft?

18 A. Yes, I was first facing -- I went round the chair and
19 grabbed the wheel. So, I was facing forward.

20 Q. You were facing forward when you input a rudder
21 command, which --

22 A. I was looking -- I was facing forward but looking --

23 Q. Looking down.

24 A. -- looking down.

25 Q. Okay. And you input some rudder command which I

1 believe you said you weren't sure which way you went for
2 certain, but --

3 A. I knew I had to go to starboard but I turned the
4 wheel to port.

5 Q. Okay.

6 (Pause.)

7 MR. ROTH-ROFFY: Okay. I'm going to ask Dave if he
8 has any questions.

9 WARRANT OFFICER COOKE: This is Dave Cooke.

10 BY WARRANT OFFICER COOKE:

11 Q. You talked a little bit ago about adjustment in the
12 economy on the rudder?

13 A. Um-hum.

14 Q. When would you change the rudder limit?

15 A. Rudder limit would be changed based on the speed of
16 the ship. If we're going fast, then I reduced rudder limit,
17 maximum from what I've seen previously, it was five degrees.
18 If we were going slower, then we would increase the rudder
19 limit.

20 Q. How does changing the rudder limit affect the ship
21 put into yaw?

22 A. How does the rudder limit --

23 Q. Well, it was changed whenever the ship was yawing.

24 A. Um-hum.

25 Q. And you said that you would change it for speed. Why

1 would you change it for a yaw?

2 A. That, I don't know --

3 UNIDENTIFIED MALE: I'm sorry, can you --

4 WARRANT OFFICER COOKE: Well, I'm talking about
5 rudder limit. Why you would change it?

6 UNIDENTIFIED MALE: I know, I didn't hear.

7 WARRANT OFFICER COOKE: I'm talking about rudder
8 limit, why you would change the rudder limit.

9 UNIDENTIFIED MALE: Okay.

10 WARRANT OFFICER COOKE: Adam said he would change it
11 for speed and the limit was changed.

12 BY WARRANT OFFICER COOKE:

13 Q. The speed was 18 knots?

14 A. Eighteen knots, about this time, yeah.

15 Q. But his rudder limit was changed for yaw.

16 A. Yeah.

17 UNIDENTIFIED MALE: Are you saying he changed it, you
18 mean?

19 WARRANT OFFICER COOKE: No, I'm just saying it was.

20 BY WARRANT OFFICER COOKE:

21 Q. That's what you said, changed it for yaw. The ship
22 was yawing so --

23 A. I didn't say --

24 UNIDENTIFIED MALE: He didn't say that.

25 SECOND OFFICER STRATFORD: No.

1 BY WARRANT OFFICER COOKE:

2 Q. Do you know why the rudder limit was changed?

3 A. Well, from what I've been told in the interview, the
4 Staff Captain changed it because the yawing --

5 Q. Okay.

6 A. -- and I don't know his reasoning behind that. All
7 I -- as far as -- from I've used the rudder limit before for
8 was just as the ships slowed down, I've increased the limit,
9 and as the ship speed up, I've brought it back down again.
10 That's the only reason I've had to use the rudder limit. I
11 can't say why it was done for the yawing.

12 Q. What limit do you normally keep the rudder at?

13 A. From what I've seen, again, it depends on the speed
14 of the ship, but if we're at full speed, five.

15 Q. Five.

16 A. Five degrees. Then if we're going slow, then it
17 would be more.

18 Q. You said you were on the Diamond Princess before
19 here?

20 A. Yes.

21 Q. And they had NACOS on there, but you didn't use it,
22 though?

23 A. Didn't use it.

24 Q. How long were you on there?

25 A. Two and a half weeks.

1 Q. The curriculum for the course in Germany that you
2 took, you don't have it onboard, do you?

3 A. Oh, no, I don't. Sorry.

4 UNIDENTIFIED MALE: You guys have asked for that.
5 That's a document that comes from --

6 WARRANT OFFICER COOKE: Okay. Captain.

7 BY CAPTAIN WILSON:

8 Q. Just, I must admit, I'm a little bit confused. Just
9 for myself, just now, it's -- I haven't been on the QE2 before
10 the -- so, just so that we understand. Cunard was a separate
11 part of -- Cunard was it's own grand by itself, run by itself
12 and was bought over then by Carnival Corporation.

13 A. That's correct.

14 Q. And everything was managed in the last two years ago,
15 wasn't that 2004.

16 A. It was, yeah.

17 Q. I think the Cunard brand became under the operations
18 department of Princess Cruises, okay?

19 A. Yes.

20 Q. So, when you went on your NACOS course, you were sent
21 by Cunard.

22 A. Yes.

23 Q. It has nothing to do with Princess. Really what I'm
24 just trying to establish in my own mind is because we have a
25 NACOS course when I did it was five days. I'm just wondering

1 if you went on a different course from what I have been on.
2 So, just from my own experience, maybe you've done a different
3 course altogether.

4 A. Right.

5 Q. So now I'm just trying to decide, because I've never
6 been in the QE2, so I'm just trying to establish maybe perhaps
7 what your experience was with the systems on, so that we don't
8 confuse, let's call it Atlas systems --

9 A. Okay.

10 Q. -- on the QE2, as opposed to what we have on the
11 other ships. So, I'm just trying to gather a little bit about
12 your experience with the Atlas system.

13 A. I -- do you want --

14 Q. Well, I'll try -- on the QE2, now, you did mention
15 that the radar had track pilots.

16 A. Yes.

17 Q. So, there was a means where you could feed in the
18 course and then set the radar to follow that course without any
19 intervention, in other words, you can go from point A to point
20 B with the ship with many alterations of course and the ship
21 would follow that track --

22 A. Yes.

23 Q. -- unless there was -- so, what happened between
24 going from hand steering into track pilot?

25 A. Into track?

1 Q. Yeah, because you know on here we've got on this
2 system that we have on this ship --

3 A. Um-hum.

4 Q. -- there's heading mode, course, mode, track mode.

5 A. Yeah.

6 Q. And correct me if I'm wrong, but the procedure tends
7 to be -- most people tend to go into heading mode first.

8 A. Yeah.

9 Q. And then go into either course mode or track mode --

10 A. Um-hum.

11 Q. -- or you can go from man steering into, directly
12 into --

13 A. Into track.

14 Q. -- track mode providing you're within the parameters.

15 A. Yeah.

16 Q. So, what happened on the QE2?

17 A. From hand steering, put the switch in and it will go,
18 default into heading mode and then we would get the ship from
19 the course onto the red line and then -- into course mode or
20 track mode.

21 Q. Okay. So, you had the same system.

22 A. Same system.

23 Q. So you did have heading modes, course modes --

24 A. Track modes, yes.

25 Q. Okay. So --

1 A. Okay.

2 Q. -- thanks, Adam. Sorry, because I'm just a wee bit
3 confused. I haven't been on the QE2, so I'm just trying to
4 understand. So, you were very familiar with the systems then
5 because you used it a lot --

6 A. Yes.

7 Q. -- on the QE2.

8 A. Yeah.

9 Q. So, really what I'm trying to establish is the system
10 is not new to you --

11 A. It's not new to me, no.

12 Q. So, you are very familiar. So, with the heading mode
13 and the course mode and track mode, was there the same
14 opportunity to adjust the rudder economy and --

15 A. Yes. You can change -- go into the settings and --

16 Q. So, it's almost exactly the same.

17 A. Um-hum.

18 Q. Different version.

19 A. Different version, but, yeah. Obviously, more
20 updated on here, but, yeah, it's -- yeah.

21 Q. Okay. So, let's go back now to the course because
22 perhaps it's been a different course from what I've been on.
23 So, on the course, you just learned about the radars.

24 A. We learned about the radars and because we were
25 getting the Electronic Charts, we were shown how to do a

1 passage plan using that, but it was mainly just the
2 operation --

3 Q. So, you -- I know what you mean, you'll go and do a
4 couple of zigzags and everything.

5 A. Yes, sir.

6 Q. Would you then simulate -- did you then simulate that
7 on the radar?

8 A. No.

9 Q. So, you would do the planning but you didn't do the
10 execution.

11 A. No, it was just learning how to use the -- plan, or
12 plan a track.

13 Q. So --

14 A. Kind of practice --

15 Q. So -- and you said when you were in Germany, there
16 was no simulators at all.

17 A. None.

18 Q. So, there was no hands-on -- no practical or hands-on
19 training. Was it just theory?

20 A. Well, we used the -- we did have radars to use and --
21 but it was just like learning what the different functions and
22 the different buttons did, basically, but there were -- they
23 did have targets on the radar so we could plot targets and get
24 the information, that sort of thing, but we never actually, you
25 know, I'm sorry, the -- when I say simulator, I think of the

1 ones in Warsash, the big --

2 Q. You don't have -- yeah, you don't have the -- like
3 the -- you got almost a 180 view --

4 A. Yeah.

5 Q. -- as if you're looking out the window. So, that's
6 what you've got there. When I mean the simulator, I mean, was
7 it the facility to you went and you planned your chart and I
8 think we talked about radar, but these radars also had
9 electronic charts on them, so it was like a multi-pilot, or a
10 chart pilot?

11 A. It was like a chart pilot. Yeah, we could underlay
12 the charts.

13 Q. So, you could underlay the charts with the radar.

14 A. Yes.

15 Q. So, when you were doing that and you planned your
16 course in the chart, did you not see that course in the chart
17 and then set the ship up in the route so that you could move
18 the heading mode or so you didn't do any test at all on heading
19 modes?

20 A. No. No. It was basically just to learn how to use
21 the equipment.

22 Q. Because it sounds perhaps to me it's been a different
23 course from what I've done, to believe that, so, I've been
24 trying to establish to see if it's -- so, when you come onboard
25 the ship, you said I've done a NACOS course, but that hasn't

1 been stipulated, or did you tell anyone onboard the ship that
2 you'd done a NACOS course, perhaps I should ask?

3 A. I can't actually -- I can't remember anyone asking me
4 or me saying to anybody about me doing a course.

5 Q. So, as you recall, no one asked if you had any NACOS
6 certificate?

7 A. Someone said have you done the course in Germany or
8 something. No, see, I can't honestly say --

9 Q. If you don't recall.

10 A. No.

11 Q. Okay. That's fine. Don't --

12 A. No, I --

13 Q. Don't say anything that you don't --

14 A. Yeah.

15 Q. -- recall. Just -- so, just on -- so, on the QE2,
16 you were used to -- you were familiar going to heading mode,
17 course modes, track pilot.

18 A. Um-hum.

19 Q. And you were familiar with adjusting the rudder
20 economy or rudder limits?

21 A. Yes.

22 Q. Loading I think is the other one.

23 A. Yes. Yeah.

24 Q. Then when you went on the Diamond Princess, I know
25 you said you were up in Alaska and you were in hand steering.

1 Did you use the NACOS when you were going across the Gulf of
2 Alaska?

3 A. We just kept it on track pilot. We didn't use an
4 integrated system. We just used track pilot then.

5 Q. You say you didn't use the integrated system, is that
6 not part of the integrated system, track pilot?

7 A. So, we weren't using like on here, papers or anything
8 like that. Am I getting confused with --

9 Q. Yeah, sorry. Let's maybe -- if you want to have a
10 break, please say, and if I'm confusing you, please say.
11 Don't -- that's the last thing I want to do. I'm just trying
12 to fact find and understand so that we all have a clear
13 picture. You quite -- do you want to stay on?

14 A. I'm fine.

15 UNIDENTIFIED MALE: Do you want to take a break for a
16 minute?

17 SECOND OFFICER STRATFORD: No, I'm okay.

18 BY CAPTAIN WILSON:

19 Q. Gather your thoughts or anything. You're more than
20 welcome. Okay. Using -- when -- the Diamond Princess is Ecdis
21 compliant, but up in Alaska, there's not enough Electronic
22 Charts or suitable charts to use, so the ships still have to
23 plot. We're not concerned just now about the actual, physical
24 plotting of the ship or anything. I think we're quite happy
25 everyone knew where the ship was. What I'm trying to establish

1 is was the NACOS system, was the track pilot used -- did you
2 operate at all when you were in Alaska?

3 A. Yes, we did use track pilot and on one or so
4 occasions I did get the opportunity to, well, keep her on our
5 course. Keep --

6 Q. I think there was certain times in the Gulf of Alaska
7 and then at the other end when you're in British --

8 A. Columbia.

9 Q. -- when you've been through the Strait of Georgia
10 when it's wide and open, I think --

11 A. Yeah.

12 Q. What watch did you do when you were on the Diamond?

13 A. I did a week on the 12 to 4 because I was hanging out
14 with the Senior Second. Then I went 8 to 12 as Junior Watch
15 Keeper. I was Junior on 8 to 12.

16 Q. Okay.

17 A. Yeah, so that was, yeah, a week on 12 to 4, a week
18 and a half 8 to 12.

19 Q. Okay. And then how long was your handover here for?
20 Four days?

21 A. Four days, yeah, St. Thomas.

22 Q. Okay. Thanks.

23 (Pause.)

24 BY MR. ROTH-ROFFY:

25 Q. You did go back as we discussed earlier and fill in

1 your work/rest cycles?

2 A. Yes, I have --

3 Q. Okay.

4 A. -- all those.

5 Q. And I haven't, unfortunately, had an opportunity to
6 see that, but I will. When you were on watch, the 12 to 4
7 watch getting underway, did you feel tired more than normally
8 or were you rested?

9 A. I was rested.

10 Q. You term yourself as being rested.

11 A. Um-hum.

12 Q. Have you had any major events in your life that have
13 affected your mental state, for example, a loss of a loved one
14 or marital problems, or anything like that that could possibly
15 affect your concentration or anything?

16 A. Lost loved ones, but no --

17 Q. Nothing recently.

18 A. No.

19 Q. So, you weren't, to your understanding, distracted by
20 something?

21 A. Well my mum has just been diagnosed with a tumor on
22 her brain, but that's -- we're waiting to hear the extent of
23 that one, but that's about it.

24 Q. I'm very sorry about that. And that's all that
25 you're aware of. Okay. When was the last time you were at

1 home on vacation before you came here?

2 A. July 16. No, that, so July -- yeah, it would have
3 been, no, sorry, July now, June 16.

4 Q. And how long were you on leave or vacation?

5 A. Six weeks.

6 Q. Six weeks. So, you had a pretty good time to rest
7 up. Did you do anything in particular on your vacation? Where
8 were you doing that time?

9 A. Couple of weeks at home, then I went on the Queen
10 Mary 2 for 12 days as a bit of a break because I'd had a few
11 problems with my flat and stuff and my mum telling me that bum
12 show, I just needed to get away and try and gather my thoughts
13 and stuff like that, and then I had another two weeks at home,
14 round about two weeks, before I flew out to Alaska.

15 Q. Okay. So, that was before you went to the QE2.

16 A. No.

17 Q. You said you flew to Alaska?

18 A. Oh, I'm sorry, QM -- sorry.

19 UNIDENTIFIED MALE: Diamond.

20 SECOND OFFICER STRATFORD: Diamond.

21 BY MR. ROTH-ROFFY:

22 Q. Diamond. I'm sorry, Diamond. Too many ships. So,
23 you went to the Diamond for a couple of weeks, right?

24 A. Yeah.

25 Q. And then you came here directly.

1 A. Then came here.

2 Q. Okay.

3 (Pause.)

4 MR. ROTH-ROFFY: I think that's about all I have for
5 now.

6 BY WARRANT OFFICER COOKE:

7 Q. Did you ever have a reason to take the hand steering
8 from the NACOS prior to the -- or when the incident happened on
9 Tuesday?

10 A. --

11 Q. Did you ever have a reason to turn the NACOS off and
12 use hand steering before?

13 A. Not on the -- not on this ship.

14 Q. You have before on other ships?

15 A. I've -- on QE2, we've lost -- the steering has gone
16 funny and we've switched to hand steering and then that was, I
17 can't recall the reason for it, but every time there's been a
18 problem with the autopilot or it wasn't the system that was
19 steering the ship automatically, I've gone to hand steering.

20 Q. You said the steering has gone funny. What do you
21 mean by that?

22 A. The rate of turn, it increases. Well, basically, the
23 rudder, it got stuck, well, the rudders, really, it's not, so
24 there's one, the rudder got stuck in a certain position. This
25 was a couple of years ago --

1 Q. Um-hum.

2 A. -- but it's always something if there was a problem
3 with the steering, I've always thought it -- of myself to
4 switch it into hand steering because then I manually have the
5 control myself.

6 Q. And you said a couple of years ago, what ship are you
7 talking about?

8 A. The QE2, and also I've had it happen to me on
9 Caronia, as well, but we don't have these systems.

10 Q. So, the ship, the QE2, you have track pilot on --

11 A. Yes.

12 Q. -- and then the rudder didn't act correctly, the
13 rudder turn was too high --

14 A. Yes.

15 CAPTAIN WILSON: I'm sorry. Can I --

16 BY CAPTAIN WILSON:

17 Q. The question was, and correct me if I'm wrong, did
18 you have reason to take NACOS out of the planned steering, but
19 you've just said that there was no NACOS on these other ships
20 that you've just mentioned.

21 UNIDENTIFIED MALE: Right. He's talking about
22 autopilot.

23 CAPTAIN WILSON: No, the question was NACOS. So, I'm
24 just want --

25 WARRANT OFFICER COOKE: Well, I just -- I said on QE2

1 track pilot.

2 UNIDENTIFIED MALE: The original --

3 WARRANT OFFICER COOKE: Did I use the wrong term?

4 UNIDENTIFIED MALE: Yeah.

5 UNIDENTIFIED MALE: He's correct. The original
6 question was with --

7 UNIDENTIFIED MALE: NACOS.

8 UNIDENTIFIED MALE: -- regard to NACOS.

9 WARRANT OFFICER COOKE: Yeah. And then on QE2 I said
10 the track pilot.

11 SECOND OFFICER STRATFORD: Track pilot, yeah.

12 BY WARRANT OFFICER COOKE:

13 Q. That's the right term for the QE2?

14 A. Yes.

15 Q. Okay.

16 A. Yes.

17 CAPTAIN WILSON: So, the answer -- so, I'm just
18 trying to correct the first question. I'm sorry.

19 UNIDENTIFIED MALE: We want to make sure --

20 BY CAPTAIN WILSON:

21 Q. Because you said, yeah.

22 UNIDENTIFIED MALE: -- okay.

23 BY CAPTAIN WILSON:

24 Q. You said, yes, you have, but the QE2 didn't have
25 NACOS. I'm just -- want to verify that --

1 A. With NACOS not on this ship, but I've had problems
2 with steering.

3 Q. So, NACOS was the question, so --

4 A. Okay. Sorry.

5 Q. All right.

6 UNIDENTIFIED MALE: Okay. To be specific, listen to
7 the question. In other words, if he's asking you a question
8 about NACOS and a ship didn't have NACOS, then you shouldn't be
9 answering about taking -- switching from NACOS to hand steering
10 on a ship that never had NACOS, okay? So, I know -- I think
11 it's generally understood, at least it was my impression, but
12 because there may be somebody else reading this some day, that
13 it's clear that you're talking about some form of autopilot or
14 auto helm to hand steering, which is different than NACOS to
15 hand steering.

16 SECOND OFFICER STRATFORD: That's correct.

17 UNIDENTIFIED MALE: Okay.

18 UNIDENTIFIED MALE: Yes.

19 SECOND OFFICER STRATFORD: With NACOS, I've never had
20 to do that.

21 BY WARRANT OFFICER COOKE:

22 Q. But previous autopilots or track pilots have you had
23 to take it out of the automatic mode and take hand steering?

24 A. Yes.

25 Q. Why did you have to do that?

1 A. To regain control. There was a problem with the
2 autopilot, so just get the ship out of automatic and into
3 manual, and basically, it's -- willing to take manual control
4 of the steering.

5 Q. Do you know what the problems were?

6 A. No, I can't recall. No, I can't. No.

7 Q. Do you remember how many times you had to do this?

8 A. No.

9 MR. ROTH-ROFFY: Captain?

10 CAPTAIN WILSON: Nothing more from me.

11 BY UNIDENTIFIED MALE:

12 Q. I just want to clarify a couple of things with regard
13 to, you used the term a problem with autopilot and you took
14 control of the steering on these other occasions. I just want
15 to see, you say that there was a problem with the autopilot.
16 Is it that there was an actual problem, or are you using that
17 term loosely to describe you didn't like what you were seeing
18 as far as the way the rudder or the ship was handling or
19 reacting while on autopilot and you decided to go to hand
20 steering, or was it that it -- there was a problem and --

21 A. No, there --

22 Q. -- there was no -- the autopilot was not functioning?

23 A. I wasn't happy with what I was seeing --

24 Q. Okay.

25 A. -- and I took manual control.

1 BY MR. ROTH-ROFFY:

2 Q. I've got one more question. I think we're probably
3 done. Medications. Are you taking any medications, either
4 over-the-counter, or prescription medications?

5 A. Nothing.

6 Q. Nothing for pain? Nothing for any conditions that
7 you might have?

8 A. Nothing at all.

9 Q. You say you don't think so?

10 A. No, nothing at all.

11 Q. Nothing at all. Okay.

12 MR. ROTH-ROFFY: Anybody else? Okay. I think that's
13 it. The time is about 1217, and that'll conclude our
14 interview. If there's anything that comes to your mind based
15 on either this interview or previous interview that you think
16 might be helpful, please don't hesitate to call us. Thank you
17 very much, Adam.

18 UNIDENTIFIED MALE: Thank you.

19 MR. ROTH-ROFFY: We appreciate you coming down.

20 (Whereupon, at 12:17 p.m., the interview in the
21 above-entitled matter was concluded.)

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: Investigation of Crown Princess
 Accident,
 July 18, 2006
 Second Interview of
 Second Officer Adam Stratford

DOCKET NUMBER: DCA 06 MP 018

PLACE: Crown Princess

DATE: July 21, 2006

was held according to the record, and that this is the original, complete, true and accurate transcript which has been compared to the recording accomplished at the hearing.

Mary Anne Jones
Transcriber