



National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA15FM035

Interview Of: ██████████, Fire patrolman

Date/Time: September 11, 2015 from 1335 to 1414

Location: On board Carnival Liberty, San Juan, PR

Interviewed By: ██████████ - USCG, ██████████ — Fowler Rodriguez, ██████████ —
Carnival Corp., ██████████ – NTSB IIC

Case: Carnival Liberty engine room fire, September 7, 2015

- Works as a day worker in capacity as fire patrolman on board – hours of work 0730 and finishes about 1130 then lunch and then back 1300 to 1800. Depends on work load though.
- Was on fire watch in forward engine room with contractors doing hot work at the time of the fire
- Almost break time for crew – less people in the engine room
- Heard click - looked back through the WTD - saw a lot of smoke – black smoke
- Closed the WTD #7
- Immediately called the bridge and requested alpha code
- When finished closing WTD, he went to the HF manual release and pressed continuously – he knew HF was in manual because of the hot work
- Kept pressing the HF buttons until he saw the system activate
- The bridge replied they had a lot of alarms
- Chief fire patrol was on the radio – he told the chief to request HF be switched into automatic mode
- When saw the HF activated in the forward engine room, he exited the area and went to his emergency station
- Chief fire patrol told him to do fire watch for the hot work
- Contractor was doing hot work in the forward engine room – welding pipes
- There were 2 contractors doing the hot work
- Heard sound like a “crack” – turned around, looked at WTD and saw black smoke coming through
- Was too dangerous to enter the space to fight the fire – closed WTD immediately
- After closing WTD went to the HF manual release box – opened each box and pressed the buttons and kept it steady to release the hi fog – pressed 3 buttons only – for DG 4, 5 and 6 – only in the aft engine room – pressed and held
- After that, he waited for the response from the chief fire patrol about the HF in automatic mode – saw the forward engine room was released and was satisfied the system was working
- With the WTD closed, he could only see the forward engine room HF working
- It was wet in the forward engine room

- Before the big crack – there was no smell
- Hot work going on was only spot welding – not much smell from that
- Was in stairway 100 for the release of HF
- Spoke to the bridge before speaking to chief fire patrol – please call alpha code
- Contractors remained in the area – fire patrol told them to come out – they left while he was still pressing the HF buttons
- There were other contractors working in the area but did not know what they were doing – they were not involved in the hot work
- After verification of HF operation, he existed on stair 100 to go to his emergency station
- His emergency duty was the QRT
- His station is in the forward part of the ship zone 6 starboard side
- QRT has all fire gear with breathing apparatus – from their station, they went to the staging area – meet with the safety officer there – also the 2nd officer and 3rd officer there
- QRT was assigned boundary cooling in the propulsion motor room – they went to the propulsion motor room and rigged hoses and started cooling
- They were relieved by another squad after about 30 minutes – then they went and then were asked to go back down to the forward engine room for boundary cooling
- There was smoke in the propulsion room – thinks the aft WTD was closed late but not sure because he was in the forward compartment
- A little smoke in aft propulsion room – white not black
- 48 deg Celsius was the temperature of the bulkhead in the aft propulsion motor room – they had a temperature monitor
- Forward engine room – when there had 46 and 47 Celsius
- In the aft propulsion room, there was no HF activated
- In the forward engine room, there was still HF active
- Announcement for CO2 release – heard it when they were on the way to the propulsion motor room
- 5 guys on QRT – all with breathing apparatus – all fire patrol personnel
- Chief fire patrol was not with them, he was working on evacuation of deck A which is the crew area
- Used radio to communicate with the bridge – was closing WTD when he called the bridge the first time
- Smell was like burning fuel
- Saw the 3rd engineer, at the HF station – saw the 3rd operating the HF as well – 3rd engineer left and fire patrol remained and kept pressing
- Initially called the bridge two times, no answer, chief fire patrol called him on radio – Fire patrol asked chief to ask ECR to put the system in automatic mode
- Staging area was at the infirmary – this was known from the announcement – stairway 250
- On way to propulsion motor room - passed through marshalling area, down stair 70 into aft propulsion room when they went down for boundary cooling
- Heard the CO2 announcement when they were on the stairs – heard announcement and alarm
- Fire teams were at the staging area A, B, C, D

- Was trained for HF on other ships a long time ago
- Never had training on Carnival Liberty for HF operation but was familiar with use of the system
- No trouble closing WTD 7
- When he met the 3rd engineer, he was coming from forward, when he saw the black smoke, one guy was with him, maybe senior fitter who came from the workshop – the fitter told the 3rd engineer to press the hi fog manually
- 3rd engineer pressed the HF buttons and left through the stairs and fire patrol remained behind
- Box 4, 5 and 6 were opened – fire patrol remained pressing the buttons until he saw the HF activated in the forward engine room
- Welding was by DG 1 in between the engine and near bulkhead
- Fire patrolman took investigators to the forward engine room to show them where the welding was and where he activated the HF.

Glossary:

AC – air conditioning

CCTV – closed circuit television

CO2 – carbon dioxide

DG – diesel generator

ECR – engine control room

EOW – engineer of the watch

HF – hi fog

LO – lube oil

QCV – quick closing valve

QRT – quick response team

WTD – water tight door