National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA15FM035

Interview Of: [redacted], 3rd Engineer on duty – Team B
Date/Time: September 9, 2015 from 1445 to 1551
Location: On board Carnival Liberty, St Thomas USVI
Interviewed By: [redacted] – NTSB Engineering, [redacted] MSD St Thomas — USCG IO, [redacted] – NTSB fire and explosions, [redacted] — Fowler Rodriguez, [redacted] — Fowler Rodriguez, [redacted] — Carnival Corp., [redacted] – NTSB IIC
Case: Carnival Liberty engine room fire, September 7, 2015

- Was on duty at the time the fire took place
- Sailed with Carnival since 2011
- Knows the ship and engine room from sailing time on sister vessels
- Has been on vessel for about 2 weeks on watch team B
- 3rd engineer duties – responsible in engine room – safety rounds, checks and inspections
- Started watch a little earlier than 0800 that morning– went to ECR
- Ship was alongside
- DG 3 and 4 running – no boilers – we keep 2 engines on line in port
- That morning, he recalled opened double bottom 5 port – prep hoses, ventilation etc. Was responsible for this
- EOW called him around 1130 to let him know to operate a suction valve for the work going on in double bottom 5 – wanted to know if they were finished
- Went to ECR, EOW got an alarm – was told by EOW strange alarm – go and check DG 4 because both fuel lines were in alarm – go fast and have a look
- Went down into engine room – opened door – already on fire – fire patrolman closing WTD – black smoke coming from aft engine room to forward engine room
- Contractors were welding in the forward engine room at the time
- Did not go into aft engine room
- Motorman came from stairs into forward engine room — shouted at 3rd engineer “hi fog”
- 3rd went to door which he entered the forward engine room from and started to push all the buttons to activate the hi fog – stated he pushed all the buttons
- He then went up to the ECR – about 30 seconds after he was in the ECR, the chief engineer came in
- By then the staff chief and most people came into the ECR
- Chief engineer ordered QCV for DG 4, 5 and 6 – were looking at the CCTV
- Was wet from releasing Hi Fog in the forward engine room as well
- Chief refrigeration engineer – came into the ECR and started to close the dampers and stuff
- Staff Chief engineer was starting to talk about CO2 – there was dialogue from the bridge about roll call

- Once everyone was out (roll call complete), the bridge called and ordered CO2 release
- Staff Chief went to release the CO2
- Alarm was sounding from CO2 release
- Remembered 1st lever – then was not sure if release – then released 2nd one – was waiting for damper to shut down – then release – once you open the cabinet, the damper and ventilation will shut down
- CCTV – could see some flames for first 15 to 20 minutes and then no more flames
- Waited further – hi fog left running
- Hi fog was in manual because they were welding that morning
- 2nd engineer (EOW) said strange alarm on DG 4
- Exactly at that time, he was in the ECR – most of the people finish in the engine spaces at that time
- Was there for about 30 seconds in ECR – was told go fast down
- Motorman, came from workshop in forward engine room – was close to DG1 in front of the WTD, saw smoke, didn't see flame – he said to 3rd engineer "hi fog"
- Both 3rd engineer and motorman went to switch the hi fog on
- Motorman was a day worker
- Fire watch works with 3rd engineer on team B – 3rd engineer did not see him until after when he was in the ECR
- Chief engineer was in ECR really soon – close the QCV for DG 4, 5 and 6 – thinks a 2nd engineer closed these
- Hi fog released from stairs going from ECR to forward engine room – him and motorman then left and went to ECR
- Dampers were closed by chief refrigeration engineer
- Chief engineer said let's stop DG 1 – and stop the AC compressor – was also checking the EDG
- DG 3 was running to keep power
- 2nd engineer (EOW) straight away had put DG1 on line once the fire started
- When chief engineer was in ECR, DG 1 was already running but not sure – there was a lot going on
- The chief engineer gave command to cut DG 1 – thinks because he saw black smoke coming from the funnel
- After DG 1 was stopped, then CO2 was released
- People were also escaping behind the engine room
- When asked about additional alarms, 3rd engineer stated there were very many alarms
- When the watch is changed, there is a checklist that is reviewed by the 2nd engineer between both handing over officers
- Chief engineer really cares about the guys
- No overtime work carried out on the main engines
- Rounds in the engine room – normal checking of bilges, indicators – monitoring/checking of temperatures and pressures
- When questioned about removing of covers of hot boxes for inspection – usually does this but this morning it was not done – sometimes but not all the time
- Was called from fresh water bunkering in the morning during his shift – about 0815

- Was not asked to do anything additional in the ECR when he was there after the fire started
- Hi fog was activated at the bottom of the stairs at the entrance into the forward engine room – pressed LO purifier, boilers and all the engines – 3rd engineer recalled he got wet from the activation
- Emergency drills for engineering team – he has participated with all drills – there is a training engineer who also ensures familiarization takes place after sign on
- No loss of power during the fire – saw few lights coming down but no loss of power – DG 3 was running all the time
- When USCG came on board, the AC was off
- Communications with the ECR – 3rd engineer has the phone
- Most of the time, he is with the motorman on rounds

Glossary:

AC – air conditioning
CCTV – closed circuit television
CO2 – carbon dioxide
DG – diesel generator
ECR – engine control room
EOW – engineer of the watch
LO – lube oil
QCV – quick closing valve
WTD – water tight door