

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE ON BOARD THE *ISLAND LADY*
PORT RICHEY, FLORIDA
JANUARY 14, 2018

* ACCIDENT NO.: DCA18FM010

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Interview of:


Marine Inspector

Tuesday,
May 1, 2018

APPEARANCES:

BRIAN YOUNG, Senior Marine Engineer
National Transportation Safety Board

NANCY McATEE, Fire and Explosion Specialist
National Transportation Safety Board

██████████ ██████████, Investigating Officer
U.S. Coast Guard (Civilian)

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I N T E R V I E W

(1:48 p.m.)

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2
3 MR. YOUNG: The recorder is on. Good afternoon. It's May
4 1st at 1:48 in the afternoon. This is Brian Young at Coast Guard
5 in Tampa, Florida on May 1st. I'm being joined by NTSB Nancy
6 McAtee and Coast Guard [REDACTED]. We're interviewing marine
7 inspector Mr. [REDACTED].

8 MR. [REDACTED]: Yes.

9 MR. YOUNG: Excellent.

INTERVIEW OF [REDACTED]

10
11 BY MR. YOUNG:

12 Q. So we'll just start with a few questions about your
13 experience within the Coast Guard, and if you'd maybe tell us your
14 history within the Coast Guard, how long you've been in, how long
15 you've been an inspector, and some of the different qualifications
16 you have, please.

17 A. Okay. As per today, I haven't hit my 2-year mark yet in the
18 Coast Guard. I only have one qualification right now, and it's T-
19 boat. At the moment of this inspection I wasn't qualified for
20 inspecting this boat. The team lead was Lieutenant [REDACTED] (ph.),
21 and my mentor at that moment was CW -- Chief Warrant Officer [REDACTED].
22 They were the two qualified personnel.

23 Q. Okay. So what was your capacity at the time of the
24 inspection of the *Island Lady*?

25 A. I was just shadowing Mr. [REDACTED]. Okay? And, of course,

1 looking to different component, different areas, and notifying him
2 what was going on if I saw any type of discrepancy, any type of
3 deficiency, I will let him know, okay, and then he will ask me how
4 did I knew that that was a deficiency.

5 Q. So prior to starting as a marine inspector with the Coast
6 Guard, what was your previous experience in the industry?

7 A. I am U.S. Army retired. On the army I used to be a vessel
8 operator and a mechanic.

9 Q. How many years were you a vessel operator?

10 A. Around 15 years.

11 Q. Fifteen years. And during your -- I'm sorry. When did you
12 start with the Coast Guard then?

13 A. In August 21st, 2016.

14 Q. So from the time you started up to the time in inspection
15 were you in training to conduct inspections then?

16 A. Yes.

17 Q. And to go out and do a training inspection aboard the *Island*
18 *Lady*, was that part of your training?

19 A. Yes.

20 Q. So at this time now, you have received your T-boat
21 qualifications to do inspections?

22 A. Yes.

23 Q. Since the inspection in March of '17?

24 A. After January -- in January 2018, I had my qualification for
25 T-boat inspector.

1 Q. And what's involved to get that qualification?

2 A. I have to -- like I already said, I have to shadow the
3 different inspector, qualified inspectors. All right. I have to
4 study in, from the PQS. All right. I have to answer things that
5 the inspectors ask me in the field. I have to study the CFR, and
6 I have to pass a Board qualification.

7 Q. And you have successfully done that?

8 A. Yes, sir.

9 Q. Good. When were you aboard the *Island Lady* for the
10 inspection?

11 A. I have here, okay, starting April 3rd, that was my first time
12 I saw the *Island Lady*.

13 Q. April 3rd of --

14 A. 2017.

15 Q. 2017. And can you maybe go through that inspection as to
16 what you remember, what you recall, what was -- been reported,
17 what happened that day?

18 A. Okay. The inspection was for a dry dock inspection. It was
19 going to be in Tarpon Springs, in Marpro. And from there, we got
20 there, we met the owner/operator, Mark, and we started the
21 inspection, we as a team.

22 Q. How many members were on your team?

23 A. It was Lieutenant [REDACTED] Lieutenant JG [REDACTED],
24 Chief Warrant Officer [REDACTED] at that day.

25 Q. And did you do an external hull exam and internal exam, or

1 were there certain parts of the vessel you were inspecting?

2 A. Yes. I look at the vessel in the outside, I remember that,
3 okay, because of the size of the vessel. Okay. I love vessels,
4 so, you know, it's a good think just to look and appreciate the
5 different lines and things like that. From there, I went to the
6 internal part of the vessel. The only area that I was in the
7 internals was in the engine room.

8 Q. That was part of your inspection?

9 A. Um-hum.

10 Q. And what in particular were you looking at in the engine
11 room?

12 A. Different type of leaks, if there were any type of leaks. If
13 there was any type of leaks of the different components, the
14 different hoses, the fuel system, to include the fuel lines and
15 fuel filters, connections, things like that.

16 Q. With the vessel in dry dock were any of the systems operating
17 or was everything was secured?

18 A. No, everything was secured. Nothing was operating at that
19 moment.

20 Q. Understood.

21 A. Not even the house lights.

22 Q. Okay. Was there anything, based on your inspection and your
23 experience, that you noticed that was out of the ordinary in the
24 engine room?

25 A. Okay. In the engine room I did express to Chief Warrant

1 Officer [REDACTED] that the fire deflector for the -- where is it.
2 Okay, when I was examining the machinery space I found the port
3 side generator fuel strainer flame shield missing and I noted as a
4 deficiency. I expressed that to Chief Warrant Officer [REDACTED]. He
5 talked with the owner/operator, Mark. And then from there, later
6 on, he fixed it.

7 Q. And then was that reinspected to verify that it had been
8 repaired?

9 A. That was Mr. [REDACTED] -- Mr. [REDACTED] was the one that verified
10 that. I remember that.

11 Q. Did you go to any other spaces other than the engine room
12 internally?

13 A. The accommodations.

14 Q. Accommodations.

15 A. When I say accommodations, I refer to the main deck.

16 Q. Did you go into the lazarette at all, where the steering
17 system is?

18 A. Not that I recall. Let me verify here, the notes.

19 Oh, I see here another deficiency that I found, too. Not
20 that I recall going into the lazarette.

21 Q. Okay. Do you recall if there were any other items that
22 caught your attention as not -- as being an unsafe condition in
23 the engine room?

24 A. Yes. The water heater had a regular cable, a hardline cable,
25 instead of stranded. I told Mr. [REDACTED] about it and he talked to

1 the owner/operator. And the owner/operator decided to -- that he
2 was going to take off that water heater. So he went -- the
3 owner/operator went into the engine room and cut the line and gave
4 it to us. The line, the power line.

5 Q. The electrical cable?

6 A. Yes.

7 Q. And do you think that cable had been subsequently replaced or
8 was the water heater removed completely?

9 A. I don't -- I didn't inspect the water heater later on.

10 Q. Now that you do have your T-boat qualifications, how many T-
11 boats would you say you have inspected when it's for training or
12 now that you are an inspector? How many T-boats do you think
13 you've been aboard, whether in training capacity or inspection
14 capacity? Ballpark.

15 A. I would say like almost 100.

16 Q. 100 already?

17 A. Yeah.

18 Q. Now that you are a T-boat-qualified inspector, when you
19 compare some of the boats you've been on, how does the *Island Lady*
20 compare to some of the other boats at the time of your inspection?

21 A. Well, at the time of the inspection the vessel looks fairly
22 okay, for the age, for the type of maintenance they were
23 performing. I didn't notice any leaks whatsoever, neither from
24 the cooling system, from the hydraulic system, or for the fuel
25 system.

1 Q. Do you recall any maintenance going on for the main engines
2 while it was in dry dock?

3 A. Uh-uh. No. There were no maintenance that I knew of. And I
4 would have knew, because if -- that will be a thing that the
5 owner, if the owner would have said so, I would have noted in the
6 narrative.

7 Q. If there was maintenance ongoing?

8 A. In the engine. If knew about it.

9 Q. Okay. Is there any requirement in a T-boat inspection for
10 the Coast Guard inspectors to look at the preventative maintenance
11 that is being performed throughout the year on any of the critical
12 machinery?

13 A. For this type of vessel, no.

14 Q. During your inspection of the *Island Lady* did you look or
15 access the fuel tank room where the fuel tanks were located?

16 A. No, I did not.

17 Q. Was there any inspection of the fire detection or suppression
18 system that you remember while it was in dry dock?

19 A. I didn't perform any inspection for the fire suppression
20 system.

21 MR. YOUNG: Okay. I don't have any other questions about
22 that. I'm just going to pass to Nancy.

23 Nancy, have anything?

24 Nancy's an expert in fire and explosion --

25 MR. [REDACTED]: Oh, nice.

1 MR. YOUNG: -- expert, so just --

2 MR. [REDACTED]: Nice.

3 MR. YOUNG: -- kind of, just we're going to start -- we were
4 asking other inspectors, as well, about the fire detection and
5 suppression system. So --

6 MR. [REDACTED]: Okay.

7 MR. YOUNG: -- understand didn't look into that.

8 BY MR. YOUNG:

9 Q. And the last question I had was your exterior walk-around,
10 did the hull, in your opinion, seem in decent shape?

11 A. I found delamination. Okay. And it's noted also in the
12 narrative for the -- was it the port side? All right. Yes. Yes,
13 on the port side near the -- between the keel and the prop there
14 was some delamination. Later on we went and verified when they
15 exposed the area, we found that there were worm holes. So the
16 vessel, the yard representative told us what they were going to
17 do. Okay. And from there, they fixed it; they repaired it in
18 good condition.

19 Q. Okay. Did you take any pictures while you were aboard this
20 vessel for the inspection?

21 A. No.

22 Q. Other than the notes on the activity summary report, are
23 there any other completed paperwork, such as the job aid, that you
24 may have retained?

25 A. I got to verify if, if that 840 book for this particular

1 vessel could be in the file, in the hard file.

2 Q. Okay. If so, maybe you could take a look for it and let us
3 know?

4 A. Um-hum.

5 Q. Because, I mean, one more bit of documentation we might be
6 able to review.

7 A. If you like, I could check very quick.

8 [REDACTED], would you like me to check very quick?

9 MR. [REDACTED]: We can check now if you want.

10 MR. YOUNG: Sure. Yeah. But other than that, we'll bring
11 the interview to a close.

12 MR. [REDACTED] I just have one question I want to ask.

13 BY MR. [REDACTED]:

14 Q. Did you have any occurrence to see any crewmembers making
15 annotations in the logbooks or any computers with regards to
16 entering or retrieving information about the maintenance of the
17 vessel?

18 A. Uh-uh.

19 MR. [REDACTED]: Okay. Thank you.

20 MR. YOUNG: All right. Any questions for us?

21 MR. [REDACTED] No.

22 MR. YOUNG: No? Well, thank you very much for your time. I
23 appreciate it. I'll bring the interview to a close and stop the
24 recording.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FIRE ON BOARD THE *ISLAND LADY*
PORT RICHEY, FLORIDA
JANUARY 14, 2018
Interview of [REDACTED]

ACCIDENT NO.: DCA18FM010

PLACE: Tampa, Florida

DATE: May 1, 2018

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]

Karen Brooks
Transcriber