

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

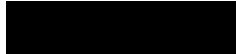
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FIRE ON BOARD THE *ISLAND LADY*
PORT RICHEY, FLORIDA
JANUARY 14, 2018

* Accident No.: DCA18FM010

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Interview of:



Senior Marine Inspector/
Inspector Training Coordinator

U.S. Coast Guard Facilities
Tampa, Florida

Tuesday,
May 1, 2018

APPEARANCES:

BRIAN YOUNG, Senior Marine Engineer
National Transportation Safety Board

NANCY McATEE, Fire and Explosion Specialist
National Transportation Safety Board

[REDACTED], Investigating Officer
U.S. Coast Guard (Civilian)

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I N T E R V I E W

(12:49 p.m.)

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2
3 MR. YOUNG: All right, so the recorder is on. It's May 1st
4 at 12:49. This is Brian Young with the NTSB. We're having an
5 interview at Coast Guard in Tampa. And with me in the room is --
6 well, I'll let everybody introduce yourselves. So --

7 MS. McATEE: Nancy McAtee, Fire and Explosion Specialist,
8 NTSB.

9 MR. [REDACTED]: [REDACTED] Investigating Officer with the Coast
10 Guard.

11 MR. YOUNG: And we are interviewing [REDACTED] --

12 MR. [REDACTED]: [REDACTED], Senior Marine Inspector and
13 Inspector Training Coordinator at Sector St. Petersburg.

14 MR. YOUNG: Great. Thank you.

15 Thank you, [REDACTED], for being here.

INTERVIEW OF [REDACTED]

16
17 BY MR. YOUNG:

18 Q. I'm just going to open up and start the interview with some
19 basic questions about your experience, and then we'll get into
20 questions about the inspection aboard *Island Lady*. So, thank you
21 for being here today.

22 How long have you been in the Coast Guard?

23 A. I joined the Coast Guard in 1978.

24 Q. And in what capacity?

25 A. I was an engineer, Coast Guard machinery technician. And

1 then at 11 years in the Coast Guard, I made warrant and went into
2 the inspections field in 1992.

3 Q. And could you just continue on with your experience within
4 the Coast Guard?

5 A. Yeah. So, in '90s I would report aboard Sector Los Angeles,
6 Long Beach. At the time it was Marine Safety Office, where I
7 started my inspections career and got all but one of my
8 competencies there, except for hull inspector, so small passenger
9 vessels, large passenger vessels, barges.

10 And then from there, I went to Sector -- or Marine Safety
11 Office San Francisco, what, 4 years in Long Beach -- 5 years in
12 Long Beach, 4 years in San Francisco; did deep drafts, barges,
13 primarily there. From there I went to Marine Safety Office
14 St. Thomas, where we did mostly small passenger vessels and cruise
15 ships. And then I reported aboard here in 2003.

16 Retired from the Coast Guard in 2008 and took a civilian
17 marine inspector job here for continuity. And then 3 years later,
18 in 2011, moved into the training coordinator position. Now I
19 train and evaluate the marine inspectors for the initial entry
20 into the field.

21 Q. So as the trainer are you still conducting inspections as
22 well?

23 A. Yes, I do.

24 Q. You do.

25 A. I conduct -- I both conduct inspections and do oversight on

1 the trainees when (indiscernible).

2 Q. And do you ever do inspections on your own?

3 A. Yes.

4 Q. You do. In addition to training others, there's also a
5 separate --

6 A. There are times that they need help or need another body out
7 there, and so we will do that also. Yeah.

8 Q. Okay. Thank you. One of the questions on my list of
9 questions is a journeyman marine inspector or advanced journeyman,
10 is there any distinguish --

11 A. Yes, there is. So there are three classifications for
12 inspectors, apprentice marine inspectors that enter the field, and
13 once they have achieved four competencies -- one in the U.S. flag
14 side, one in the foreign flag side, and two additional -- and 3
15 years of experience, they move into the journeyman position. And
16 then at 6 years of experience and an additional competency, they
17 move into the advanced journeyman. So an advanced journeyman
18 marine inspector will have 6 years of experience and at least five
19 competencies.

20 Q. And do you fall into that category?

21 A. I do.

22 Q. Ballpark question. About how many small passenger vessels do
23 you think you have inspected?

24 A. In my career?

25 Q. Yes. Ballpark.

1 A. 5,000, 3- to 5,000. Somewhere in there.

2 Q. Very good. And are there certain qualifications to become a
3 T-boat inspector?

4 A. Yes, there are.

5 Q. And can you just give us a brief description of what's
6 required for that?

7 A. Certainly. So the first thing you have to do is you start
8 off with a PQS, which is a performance standard. You complete
9 your PQS tasks. In this case, I believe T-boat has around 125
10 tasks to complete, and those range anywhere from the paperwork
11 side to the machinery side, the hull side. And once you've
12 completed that, you undergo a verification check ride with a
13 qualified individual that's been designated as a verifying
14 officer. Verifying officers are second tour marine inspectors, so
15 they're journeymen. So we don't have apprentices training
16 apprentices or evaluating apprentices. And then once you've
17 completed your proficiency exam in the field, you come back and
18 you sit for a formal board.

19 Q. And now, in your current capacity, are you part of that board
20 who determines whether --

21 A. I am. I'm --

22 Q. -- inspectors --

23 A. I am a member on and convene every board.

24 Q. How many people throughout the Coast Guard are in your
25 position? How many people carry out this --

1 A. Twenty-two.

2 Q. There are 22 throughout the country?

3 A. Um-hum. There are 20 (indiscernible) reports, and 22
4 training officers.

5 Q. That is a very good wrap-up of your history, your career. We
6 can move onto, maybe, the *Island Lady* now. We understand that the
7 *Island Lady* came to your area in 2015?

8 A. Yes. That's -- it was new to our zone in 2015, and we
9 conducted the first annual reinspection on it.

10 Q. Other than the first new-to-zone inspection, were you
11 involved with any other inspections of that vessel?

12 A. I was not in the new-to-zone inspection.

13 Q. I'm sorry.

14 A. I was on the first annual inspection.

15 Q. First annual.

16 A. So, no. The boat -- when we looked at the boat the first
17 time, I want to say it was November of 2015 that it came to the
18 zone.

19 Q. Yes.

20 A. And in November 2016, it missed its window. Well, it missed
21 its annual exam. So they have 3-month window on either side. So
22 it would be November -- January, February, March would be its 3-
23 month window. And it had missed that window, so they issued it a
24 requirement not to carry passengers until they conduct the
25 inspection. And we went out approximately a week later, roughly,

1 and conducted the annual examination and -- to allow them to carry
2 passengers again.

3 Q. And were you involved with that?

4 A. Yes, I was.

5 Q. Is it typical for vessels to miss their window of inspection?

6 A. They should not.

7 Q. They should not. Is it -- do you see that frequently?

8 A. I do not work in that area particularly. The best person to
9 ask that to would be the domestic branch chief. That would be
10 Lieutenant [REDACTED] (ph.). He would have a better -- or
11 Lieutenant Commander [REDACTED] (ph.), the chief of inspections.
12 One of those two would have a better gauge of how many boats they
13 issue deficiencies to for missing their exam. The -- I don't know
14 if the IO shop gets notification on all of them.

15 MR. [REDACTED] This is [REDACTED]. When they receive
16 notification that someone is gone past their inspection date,
17 they'll refer it over to us in enforcement actions.

18 BY MR. YOUNG:

19 Q. Are you aware of any reason that they may have discussed with
20 the Coast Guard why they missed that --

21 A. No.

22 Q. -- window? Because the -- and is it up to the vessel
23 operator to schedule an inspection?

24 A. Yes, it is. Yeah. There's -- their COI, their Certificate
25 of Inspection, COI, is contingent upon satisfactory re-

1 examinations once a year within the 3-month either side of their
2 anniversary date window.

3 Q. So can you remember how many times you actually did inspect
4 the *Island Lady* since --

5 A. Just once.

6 Q. Just once. And that was that first annual?

7 A. That was the first annual that we conducted in March of 2017.

8 Q. And was that a dockside exam?

9 A. It was a dockside exam with an underway operational test.

10 Q. And during that exam, how many Coast Guard personnel were
11 involved with the exam?

12 A. Myself and two others.

13 Q. And would you consider yourself the lead on that inspection?

14 A. I was not designated as the lead. The individual who was
15 designated as the lead was Chief Warrant Officer [REDACTED]
16 (ph.). And we had one apprentice marine inspector on board with
17 us. I was there in the capacity of observing the qualified
18 inspector for an assessment of his abilities.

19 Q. And just so we have it on the record, during this inspection,
20 we understand you took a number of pictures for training purposes.
21 Would that be --

22 A. That is correct.

23 Q. -- correct to state?

24 A. It was a unique type vessel. We don't get a lot of wooden
25 vessels in Florida in our zone. Marine borers love wooden

1 vessels, so they don't tend to last long here. Or if they do,
2 they tend to be a maintenance nightmare. So not a lot of owners
3 have wood vessels in Florida. This happened to be a wood vessel
4 that was in very good condition at the time.

5 Q. That leads me into the next question. Understanding you
6 weren't the lead in the inspection, you were there observing the
7 competency of the lead inspector, were you still involved in any
8 capacity as an inspector to observe the condition of the vessel?

9 A. Yes, I was.

10 Q. And based on that inspection, what would you say your overall
11 take was, your professional opinion on the condition of the *Island*
12 *Lady* at that time?

13 A. At that time the condition of the *Island Lady* was very good.
14 The wood on board the vessel was well taken care of at the time.
15 It was coated in a epoxy resin to prevent rot and moisture from
16 entering the wood. The engine room bilges and the bilges in the
17 compartments were clean and dry. You can see -- there were a
18 couple pictures that I took of the engine room, and you can see
19 that the bilges, although there is some, you know, light dirt and
20 residue on them, the bilges are not oily and they're clean. So --

21 Q. And underway, while you were out underway, were there any
22 issues that caused you concern on the vessel?

23 A. No. None at all. No. There was no excessive leak in the
24 packing glands on the shafts. There was no unusual operation of
25 the vessel at all.

1 Q. And during the inspection were there any drills conducted?

2 A. Yes, there were. There was a fire and an abandon ship drill.

3 Q. And did the drills seem to be coordinated well?

4 A. The drills were observed by the other inspector. I do not
5 believe I was closely monitoring the drills. I was mostly
6 monitoring the actions of the other inspector, so --

7 Q. During this inspection, do you remember -- and I know we have
8 the records -- if there were any deficiencies note?

9 A. Yes, there were. There were several. A couple of them that
10 were -- that prohibited them from sailing until we resolved the
11 issues.

12 Q. And they were issued 835s?

13 A. Yes, they were.

14 Q. And are you aware if those 835s were closed out and the
15 deficiencies were corrected?

16 A. Yes. Those deficiencies were corrected and they were closed
17 out at some point.

18 Q. And to close out the deficiencies, were you required to go
19 back to the vessel, or others?

20 A. Others were. So a marine inspector will attend the vessel to
21 close out those deficiencies. The ones that were prior to sailing
22 were mostly likely closed on that day. We had some issue with --
23 they had put new carpet down and they had covered over the top of
24 the fuel shutoffs. And so we had them cut the carpet out so they
25 could again access the fuel shutoffs. There were some -- a couple

1 like that, that were a no sail item. That was one that
2 particularly sticks out as something that's very unusual, which is
3 putting down new carpet.

4 And then the rest of the deficiencies would have been
5 resolved by another marine inspector would have attended. I don't
6 know who that was. We -- it would be in the record who attended.

7 Q. Understood. During your inspection did you use a job aid?
8 Or do you know if the lead inspector utilized a job aid of the T
9 inspection book?

10 A. Yes, he did.

11 Q. And are they typically filled out and retained, or are
12 they --

13 A. No. They're not retained. They're filled out strictly as a
14 guide, just something that you can look at to make sure that you
15 don't overlook an item. And then they're not retained in the
16 vessel records at this unit.

17 Q. If there were any external notes taken during the inspection
18 would they be recorded in any other location other than on the
19 activity summary report?

20 A. No.

21 Q. Did you have any extra notes during the inspection that you
22 may recall?

23 A. I did have some notes during the inspection. I, at the time,
24 was using what they call an Inspector Assessment Proficiency Tool.
25 IPAT -- Inspector Proficiency Assessment Tool. Sorry. And I did

1 have notes on the back of that as to things that I noted that I
2 wanted to make sure we resolved prior to the completion of the
3 inspector, and that the other inspector may or may not have
4 overlooked.

5 Q. And do you know if those were carried out?

6 A. Yes, they were.

7 Q. That they were passed on to the lead inspector?

8 A. They were. Prior to leaving he either covered everything I
9 saw, or we discussed the ones that he overlooked and they were
10 resolved.

11 Q. I know I'm going back in time. But do you remember going
12 down into the lazarette at all, into the wooden area where the
13 exhaust fiberglass passes through in the steering gear room was.
14 Does that ring a bell?

15 A. No. I don't believe I went down in there.

16 Q. In your career here, since 2015, are you aware of any phone
17 calls or any reports of any unsafe conditions on board the *Island*
18 *Lady*?

19 A. No.

20 Q. Have you ever inspected the *Tropical Breeze*, the casino boat
21 for this company?

22 A. I don't believe I have been on board the *Tropical Breeze*. I
23 was on the *Royal Casino*, which was the vessel that preceded the
24 *Tropical Breeze*. But I would have to look in the record and see
25 if I was on board the *Tropical Breeze*. I don't think I have been.

1 Q. Okay. Were you involved at all with the dry dock of the
2 *Island Lady*?

3 A. No.

4 Q. During the inspection did you take a look at all at the
5 records for the fire suppression system?

6 A. I did not. The other inspector did.

7 Q. Did you visually observe any of the firefighting apparatus?

8 A. I did.

9 Q. And did it seem like -- I know, again, it's years ago. But
10 was there anything that raised a concern on your part that
11 something may have been missing, or --

12 A. No. Actually we -- they had an installed CO2 system, and we
13 actually looked at it very closely because it's a system that's
14 what they call an engineered system that is built specifically to
15 that vessel. And we don't have a lot of those here, so they're a
16 great training opportunity. So we looked specifically at that and
17 did some -- you know, we talked about the system and how that
18 system particularly works.

19 Q. And do you remember if it was a automatic release or a pull
20 station for that? Does it --

21 A. Pull station release.

22 Q. Any idea where the pull stations were located?

23 A. No.

24 Q. Along with the CO2 questions, do you have any recollection --
25 and I'm trying to piece the vessel together -- the location of the

1 air intakes in the engine room or the dampers?

2 A. Yes. I do. As a matter of fact, one of the dampers was not
3 operating correctly on, I believe, the port side, and they
4 repaired that prior to our departure. The air intakes for the
5 engines were on the outboard sides of the engines. The dampers
6 came up into the main compartment and then went outboard through
7 the sides. And the one that wasn't working correctly, they had to
8 take the top off of the air duct on the port side, open it up so
9 they could access it to get to the damper and make sure that it
10 was working correctly.

11 Q. So would it be safe to say it was a manual open and close?

12 A. Yes. It's manual.

13 Q. Not a remote?

14 A. No. It's not remote.

15 Q. And we have seen a sister vessel where a plate of steel is
16 slid in to isolate the air. Would that be a similar make or would
17 it be more of a rotating flap? Do you know?

18 A. I believe this one was a rotating flap, and that was the
19 issue with it was that the rotating -- the flapper that would fall
20 down was stuck and it did not engage correctly. So they opened it
21 up, cleaned it, lubricated it, and then it worked correctly.

22 Q. So that would have been accessed from the main deck, one
23 port, one starboard?

24 A. Correct.

25 Q. Do you recall if it was labeled, that it would be evident to

1 a crewmember that --

2 A. No. I don't recall if it was labeled. Most of them are not.
3 There's no requirement for labeling of the air shutoff, only that
4 it's there and that the crew knows how to operate it.

5 Q. If you can recall, to your recollection, did it seem like the
6 crew was aware of operating the -- the ability to operate --

7 A. Yes. Yeah, and that's how we found that there was a problem.
8 They went to operate it and it did not operate correctly.

9 Q. When you were aboard that vessel, did it seem like the crew
10 were regulars aboard that vessel or they had been coming from
11 different vessels and assembled for this specific inspection?

12 A. The crew was assembled for this inspection.

13 Q. So the crew was brought in from other vessels?

14 A. I don't know whether they were brought in from other vessels
15 or it's the company's crew. But typically Mark Falcone is one of
16 the -- he was on board that day and there was probably one other
17 person on board. You tend to get whoever they happen to have that
18 is their, I would say, inspection crew.

19 Q. During the inspection do you recall if you or your team
20 looked at the personal flotation devices?

21 A. Yes, we did.

22 Q. Were they counted to match what was required on the COI?

23 A. Yes, they were.

24 Q. And at that time for that inspection was that --

25 A. Yes.

1 Q. -- met, that number?

2 A. Yeah. There were -- I don't remember if there were any on
3 the lower deck, but there were -- they were inside of the cabin in
4 the house, and they were also behind the house in underneath bench
5 storage on the main deck -- or on the upper deck, in bench
6 storages.

7 Q. Back in the stern?

8 A. No. On the upper deck.

9 Q. On the upper deck.

10 A. Yeah. I don't remember if there were any on the stern on the
11 lower deck or not. I think all of the jackets on that boat were
12 on the upper deck.

13 Q. Do you recall if any life jackets were stored in the
14 wheelhouse?

15 A. Yes. That's what I was saying, in the house. There were --

16 Q. Oh, in the wheelhouse?

17 A. In fact, I think the picture I have had 90 of them in the
18 house, and the other 50 of them out on the deck right behind the
19 house.

20 Q. And were you able to open up each of the life jackets stored
21 in boxes to inspect?

22 A. Yes.

23 Q. When you were aboard the *Island Lady* did you go into the room
24 that contained the three fuel tanks?

25 A. Yes.

1 Q. The three --

2 A. Two fuel tanks.

3 Q. Two?

4 A. Two fuel tanks.

5 Q. We found three cylindrical tanks after the fire.

6 A. Okay. Would --

7 Q. What was the third vessel?

8 A. I took some pictures. I could look and we could maybe figure
9 it out, but the only thing that we had for fuel tanks were two
10 500-gallon tanks.

11 Q. Two 500-gallon tanks.

12 A. One port, one starboard.

13 Q. Okay. We were aboard a sister vessel that had three, so --

14 A. Okay.

15 Q. And we saw three cylindrical tanks after --

16 A. Any idea how big the third tank was?

17 Q. All about the same size. I would think they were all about
18 the same size.

19 A. I thought there were only two tanks in there.

20 Q. That leads me into my next question. So if you find a
21 picture of the fuel tanks, I'd like to ask about the fuel level
22 indicating system. So --

23 A. Yeah. There was only two tanks there. That's centerline
24 right there, and there's two tanks.

25 Q. Huh. Interesting. One of the pictures I had seen of the

1 *Island Lady* fuel tanks had a -- what looked like a gauge glass up
2 the side of it.

3 A. It is. In fact, you can see it in the picture right here.
4 There's a gauge line that comes up and it's marked on the post
5 here.

6 Q. Right. Do you recall if that was glass or plastic tubing?

7 A. That is plastic tubing.

8 Q. Do you know if there are any regulations that say you are or
9 are not allowed to use plastic tubing external to the fuel tanks?

10 A. No. There are no regulations. As a matter of fact, on that
11 day, I did not like that setup.

12 Q. Okay.

13 A. If you'll notice, at the bottom of that tank there's a valve.
14 That valve cross-connects the two tanks with the black air clip
15 hose and then the gauge glass comes up separate. They had that
16 valve open on the day of the inspection and we instructed them
17 that those valves to remain closed unless they were testing the
18 level of the fuel.

19 And I looked up in subchapter T, and I could not find
20 anything that restricted them from having that type of setup. On
21 a deep draft there is a requirement for, you know, a gauge glass
22 and an automotive shutoff on that gauge glass, should gauge glass
23 break. On T there's nothing that I could find in the regs that
24 prohibited what they had.

25 Q. So the bottom -- nipple coming off the bottom of the tank to

1 the air clip hose, is that actually feeding the engines?

2 A. No.

3 Q. That's just tank to tank?

4 A. The engines come from the other side. Yeah, that's just tank
5 to tank for, you know, leveling the tanks out at some point, which
6 they shouldn't be running them connected.

7 Q. Right.

8 A. And like I said, we found the valve was open on that day and
9 we had them close it.

10 Q. Have you seen in your vast number of inspections other fuel
11 tanks that use this type of setup for level indication? Is that
12 common?

13 A. No. It's not real common. Most fuel tanks or most of them
14 are nothing more than a fuel stick.

15 Q. Right.

16 A. So they fill from the top, they use a stick, they stick it
17 in, read the level on the stick. Most tanks aren't that big.

18 Q. Right. Right. If in your capacity as a marine inspector see
19 an unsafe condition such as that, what can you do? What ability
20 do you have to rectify this type of setup?

21 A. In this case, I couldn't find anything to pin it on, you
22 know, as a regulation, other than having them close those valves
23 and keep those valves closed, in the closed position as required.

24 That's a close-up of it.

25 Q. Yeah.

1 A. Less dark.

2 Q. Yeah. So, I guess, again, just to maybe rephrase my
3 question, have you ever seen other plastic tubing as level
4 indicators?

5 A. I have, but it's not common.

6 Q. Okay. Thanks. When you did the inspection aboard *Island*
7 *Lady*, were you required to look at any preventive maintenance
8 records for --

9 A. No. Not for machinery. For lifesaving equipment and
10 firefighting equipment, yes. But for machinery, no.

11 Q. Were all the firefighting equipment certifications and
12 maintenance records up-to-date at the time of that inspection?

13 A. I did not look at those. The other inspector did. But I
14 would say that they probably were.

15 Q. If not, would have -- a deficiency may have been written?

16 A. Yes. It would have been.

17 Q. When the vessel was at sea did you notice anything abnormal
18 with the operation of the engines?

19 A. No.

20 Q. Smoke?

21 A. Uh-uh. No. No.

22 Q. And for the -- about how long was the trip; do you remember,
23 when you were at sea?

24 A. Usually not more than 45 minutes to an hour. We'll take time
25 to get out into an area that they can, you know, safely do a man

1 overboard and a fire drill without endangering other vessels or,
2 you know, running the vessel aground that we're on. And those
3 drills typically last maybe 15 minutes.

4 Q. So as far as you can remember, the inspection aboard *Island*
5 *Lady*, how would you rate the inspection? How would you -- overall
6 what was the inspection like for yourself?

7 A. There were several deficiencies, more than, you know, your
8 average T-boat. But there weren't any -- there weren't really any
9 deficiencies that were from -- well, some of them were from a lack
10 of maintenance. The life ring was a lack of maintenance. The air
11 vents were a lack of maintenance. But the material condition of
12 the vessel were pretty good. I think most of those deficiencies
13 that we had were maintenance or things that the company had done
14 to, or the people working on the boat had done that were -- you
15 know, needed to be corrected.

16 Q. When you say several, I'm just trying to find the actual
17 report. And I know it's been many years. But when you say
18 several, are you talking 10, 15, or maybe more than a handful?

19 A. I want to say there were between 5 and 10, maybe.

20 Q. And in your experience, that's considered several or more
21 than normal?

22 A. I would say anything over 5 is probably more than normal.
23 Yeah, zero to 5 is probably your average. You know, I've worked
24 at units that when you hit 10, literally, your inspection was over
25 and there was a -- you know, you were beyond the -- you invited me

1 here to look at your boat and it was supposed to be in good
2 condition and we've found too many problems, so we're terminating
3 your inspection until you complete your maintenance and get your
4 equipment back up to speed.

5 Q. Understood. Makes sense. I was able to find the activity
6 summary report here and -- at least one of them. Give me one
7 second here. I'm sorry. This is the previous one. So -- as I
8 said, I just wanted to see what the overall consensus was for the
9 inspection. So --

10 MR. YOUNG: Do you have any questions, Nancy?

11 BY MS. McATEE:

12 Q. This is Nancy McAtee, NTSB. Just one. During your
13 inspection did you take a look at the fire detection system?

14 A. I did not.

15 Q. Overall, when you do an inspection on a similar T-boat, do
16 you do the testing of the detection system or do you rely on a
17 third-party report?

18 A. We normally have the vessel owner/operator demonstrate proper
19 operation of that system. We don't test them, just from a
20 liability standpoint. We observe the testing.

21 If it's -- I don't believe I've ever had a third-party report
22 of testing on a small passenger vessel. We'll get them on a deep
23 draft.

24 Q. Right.

25 A. On large vessels. But small ones, the owner/operators, if

1 there's a detection system on board, they take care of it.

2 MS. McATEE: Okay. That's all I have.

3 BY MR. YOUNG:

4 Q. Do you have any thoughts or insight? Obviously, you've
5 watched the news and you've seen this -- there was a fire on board
6 the vessel, but -- I know it's, again, a number of years since you
7 were on there, but --

8 A. No, not particularly. Like I said, the overall impression of
9 the vessel at the time that I was on it was pretty good. It was
10 -- the vessel was in good shape and I looked at it as a
11 possibility of using it as a training platform for, you know, some
12 other inspectors, to bring them down to look at unique things like
13 the engineered fire system on board and some of the -- you know,
14 the way the wood was taken care of. But otherwise, no. There was
15 nothing that stuck out as being a big issue on board that vessel.

16 MR. YOUNG: Great. Well, thank you very much for your time.

17 This'll conclude the interview. It's 1:20, and I'm going to
18 stop the recorder.

19 (Whereupon, at 1:20 p.m., the interview was concluded.)

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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:

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