

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :  
 :  
 THE EL FARO INCIDENT OFF THE: NTSB Accident No.  
 COAST OF THE BAHAMAS ON : DCA16MM001  
 OCTOBER 1, 2015 :  
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INTERVIEW OF: STEVEN HOHENSHELT, SURVEYOR

Monday,  
 October 12, 2015

Jacksonville, Florida

BEFORE:

TOM ROTH-ROFFY, Investigator-in-charge, NTSB  
 JON FURUKAWA, NTSB  
 BRIAN YOUNG, NTSB  
 JIM FISHER-ANDERSEN, TOTE Services  
 ERIK GARZA, ESQ., ABS  
 LOUIS O'DONNELL, ABS  
 [REDACTED] U.S. Coast Guard  
 KEVIN STITH, TOTE Services  
 [REDACTED] U.S. Coast Guard

This transcript was produced from audio  
 provided by the National Transportation Safety Board.

1 P-R-O-C-E-E-D-I-N-G-S

2 8:15 a.m.

3 MR. YOUNG: We're all set to go. We read  
4 our summary for interview basics. It's 8:15 a.m.  
5 Again, this is Brian Young with the NTSB.

6 MR. O'DONNELL: Lou O'Donnell, Assistant  
7 Chief Surveyor, ASB Americas.

8 [REDACTED] U.S. Coast Guard.

9 MR. STITH: Kevin Stith, TOTE Services.

10 [REDACTED] with the Coast  
11 Guard.

12 MR. FISHER-ANDERSEN: Jim Fisker-Andersen  
13 with TOTE Services in the Engineering Group.

14 MR. FURUKAWA: Jon Furukawa, NTSB, Survivor  
15 Factors Group.

16 MR. GARZA: Eric Garza, Associate General  
17 Counsel, ABS.

18 MR. HOHENSHELT: Steven Hohenshelt, ABS, San  
19 Juan.

20 MR. YOUNG: And if you could just spell your  
21 last name for the record please.

22 MR. HOHENSHELT: It's hotel-oscar-hotel-  
23 echo-November-sierra-hotel-echo-lima-tango.

24 MR. ROTH-ROFFY: I'm Tom Roth-Roffy, NSTB,  
25 Investigator-in-charge.

1 MR. YOUNG: Great. Thank you, Steven, for  
2 being here today. If you could -- we'll just start the  
3 interview -- just give us a little background of your  
4 maritime training and any marine experience leading up  
5 to your ABS position as a surveyor please.

6 MR. HOHENSHELT: Of course. I graduated  
7 from King's Point in 2004. Upon graduation, I joined  
8 MEBA in Jersey City. I began and took my first job on  
9 a NOAA ship. That was my first job. My second job was  
10 with EShips.

11 And third job was with Interlake on the  
12 Great Lakes. And after that I got the permanent  
13 position on there. So from the end of 2006 until 2008,  
14 I was sailing exclusively with Interlake.

15 In May of 2008, I joined ABS in Fort  
16 Lauderdale and stayed in Ft. Lauderdale until November  
17 of 2013 when I transferred to ABS in San Juan. I'm  
18 currently in ABS San Juan.

19 MR. YOUNG: And what license do you hold?

20 MR. HOHENSHELT: I have second unlimited  
21 motor and third unlimited steam.

22 MR. YOUNG: And maybe you could describe  
23 some of the training that you've had as an ABS  
24 surveyor.

25 MR. HOHENSHELT: Upon hiring, I went to New

1 Hire Phase I which was three and a half weeks. Two  
2 days were dedicated to compliance space entry. There  
3 was a week long mostly company policy, company  
4 regulations type stuff. And then there was one week of  
5 welding inspection and one week of nondestructive  
6 examination.

7 Then there was about a two year on-the-job  
8 training monitoring. And I returned for New Hire Phase  
9 III which was two weeks and it's mostly just  
10 evaluations, pretty much examining and making sure you  
11 learned the stuff you were supposed to over the last  
12 two years of the monitoring process.

13 With ABS I also went to one week fiberglass  
14 course in San Diego. I did the ISO/ISM/ISPS three week  
15 auditor course. I've done the one week MLC auditor  
16 course. I did one day condition assessment program  
17 course. And I've done one round of experienced  
18 surveyor validator training and one round of  
19 experienced auditor training.

20 MR. YOUNG: Okay. I'm going to pass it  
21 around the room while we're talking about experience  
22 and background and training. Lou.

23 MR. O'DONNELL: No further questions right  
24 now.

25 (Chorus of no questions.)

1 MR. YOUNG: Okay. Thank you for sharing  
2 that with us. What we'd like to do now is go back in  
3 time and go through the surveys that you attended  
4 aboard the El Faro from the -- We'll start with the  
5 ones further south that you attended and we'll work our  
6 way towards most recent. And if you could just read  
7 through the equipment that you surveyed and we'll just  
8 stop you as we deem necessary to ask any questions.

9 MR. HOHENSHELT: Okay.

10 MR. YOUNG: If you could just give us the  
11 dates you were aboard and the reason for the  
12 attendance.

13 MR. HOHENSHELT: The first attendance was on  
14 January 9, 2015. And the purpose was to complete  
15 annual surveys. For this attendance, I was on board  
16 most of the day, the entire working day and completed  
17 the bulk of the annual surveys.

18 With regards to the equipment I surveyed  
19 which there was a lot. Should we just go piece by  
20 piece?

21 MR. YOUNG: Sure.

22 MR. HOHENSHELT: Is that what you prefer?

23 MR. YOUNG: Yes.

24 MR. HOHENSHELT: Okay. Starting with the  
25 annual oil pollution, I would have --

1 MR. YOUNG: You can move on.

2 MR. HOHENSHELT: Move on from there.

3 MR. YOUNG: Yes.

4 MR. HOHENSHELT: Do you want to start with  
5 machinery?

6 MR. YOUNG: Yes.

7 MR. HOHENSHELT: Okay.

8 MR. YOUNG: Unless anyone wants to hear  
9 about oil pollution. I don't think in this case it's  
10 necessary.

11 MR. O'DONNELL: Excuse me to interrupt. Lou  
12 O'Donnell, ABS. Would you like him to address certain  
13 survey tasks and then he could tell you what survey  
14 task he undertook during the survey? Then from there  
15 you could request which task specifically you'd like to  
16 go through.

17 MR. YOUNG: Perfect. Yes.

18 MR. O'DONNELL: Steve, why don't you please  
19 go ahead and advise all the survey tasks you did. And  
20 then they can pick the tasks that they would like to  
21 question you on.

22 MR. HOHENSHELT: Okay. For this attendance,  
23 I was called out for all annual surveys which would  
24 have included annual hull, annual machinery, annual  
25 load line, annual air pollution, annual oil pollution,

1 annual safety equipment and annual safety construction.  
2 It was all annuals number four. No intermediate  
3 renewals or continuous machinery was requested.

4 Particularly, we can start with annual  
5 machinery. I would have done a full inspection of the  
6 instrument with boiler spaces starting at the top down.  
7 I surveyed the emergency generator, all high pressure  
8 fuel and steam lines, the steering gear units, the  
9 anchors and windlasses, communication systems, bilge  
10 alarms, bilge pumps.

11 MR. YOUNG: Okay. We'll stop you there  
12 while you're on that page. When you say you surveyed  
13 the engine room, what was it? Just a general walk-  
14 through?

15 MR. HOHENSHELT: Yes. We would have, with  
16 the chief engineer, started at the very top of the  
17 stack and made our way to the bottom. And that's when  
18 I would have been looking for any drip pans, any soft  
19 patches, any insulation being torn off, any safety  
20 hazards during noted or as the walk-around.

21 MR. YOUNG: And during that walk-around,  
22 were you asking the crew to run any additional  
23 machinery or just whatever was running was just  
24 observed?

25 MR. HOHENSHELT: Essentially, we would have

1 traced out the steam system as we went along. But as  
2 far as --

3 MR. YOUNG: And the operational tests.

4 MR. HOHENSHELT: Yes, it was in operation  
5 was accepted as the test.

6 MR. YOUNG: Okay. And did you notice  
7 anything at the time that required any deficiencies or  
8 anything out of the ordinary during this walk-through?

9 MR. HOHENSHELT: No.

10 MR. YOUNG: When it came to the emergency  
11 generator, did you exercise or have them exercise the  
12 emergency generator?

13 MR. HOHENSHELT: Yes. From the main engine  
14 room switchboard I had them open the bus tiebreaker.  
15 The automatic start did not happen the first time. And  
16 I did report it in my report. I believe we had it  
17 tested again. It still did not work. So the chief  
18 engineer I believe sent the first engine and an  
19 electrician to inspect it. And we moved on to let them  
20 investigate.

21 And the very last thing I did before I  
22 departed was witness the successful operation of the  
23 automatic start. They did it about I believe four  
24 times I reported.

25 MR. YOUNG: And was it reported to you what



1 the issue was?

2 MR. HOHENSHELT: It reported to me that the  
3 first engineer and electrician removed the main  
4 breaker, just hit it with some general maintenance or  
5 servicing, cleaned it up, put it back in and tightened  
6 it up. And the second time they did it it worked. No  
7 parts were renewed. Nothing was noted as damaged.

8 MR. YOUNG: And that's something for our  
9 team that maybe we'll look into AMOS to see the work  
10 report. And do you recall when you were there if one  
11 or two boilers were on line?

12 MR. HOHENSHELT: That I can't remember.

13 MR. YOUNG: Okay. Other than the emergency  
14 generator failing to start as expected, was there  
15 anything else during this walk-around that had failed?

16 MR. HOHENSHELT: Within the engine room, no.

17 MR. YOUNG: Did you have them run the bilge  
18 and ballast system, pumps?

19 MR. HOHENSHELT: Yes, we would have checked  
20 all three bilge alarms staying within the engine room  
21 only. We tested all three bilge alarms in the engine  
22 room and I had them start the bilge pump for a second.  
23 And you could see the stern to bilge alarm go down.

24 MR. YOUNG: Okay.

25 MR. HOHENSHELT: They only ran it for a

1 couple of seconds, but it was quick enough to see a  
2 small level of water go down.

3 MR. YOUNG: And are you required to test any  
4 bilge alarms throughout the cargo holds in the rest of  
5 the ship?

6 MR. HOHENSHELT: Yes.

7 MR. YOUNG: And was that conducted at this  
8 survey or?

9 MR. HOHENSHELT: That was done at this  
10 survey, but I was remaining within the machinery or the  
11 engine room for now. But, yes.

12 MR. YOUNG: Okay. It was done.

13 MR. HOHENSHELT: Yes.

14 MR. YOUNG: Sticking so far to emergency  
15 generator of the plant and the bilge and ballast  
16 system.

17 MR. O'DONNELL: Yes, Louis O'Donnell, ABS.  
18 Steven, as part of your annual machinery survey, would  
19 you have gone through all the systems in the engine  
20 room with the chief and possibly done some tests of  
21 standby pumps like blue boil for the main propulsion  
22 and maybe some of the other pumps, the main pumps or  
23 the steam plant condensate pumps and things like that?  
24 Did you do any of that with the crew or the chief as  
25 you were going through?

1 MR. HOHENSHELT: The vessel did not have an  
2 automation survey. However, we did do automatic change  
3 over for the steering gear pumps, the lube oil pumps  
4 and I believe condensate pumps.

5 MR. O'DONNELL: Okay. And when you tested  
6 the lube oil pumps, what did they do? Did they just go  
7 ahead and stop one pump and let the low lube oil  
8 pressure come to kick in the other pump on the system?

9 MR. HOHENSHELT: Correct.

10 MR. O'DONNELL: Yes, okay. No further  
11 questions. Thank you very much.

12 [REDACTED] Good morning. With regards to  
13 the emergency generator, did you put it under any type  
14 of load or did you just test the auto start?

15 MR. HOHENSHELT: The auto start would have  
16 and it automatically took the load.

17 [REDACTED] Thank you.

18 (Chorus of no further questions)

19 MR. YOUNG: Okay. You can continue down  
20 your list please.

21 MR. HOHENSHELT: The emergency source of  
22 power of course we tested the emergency generator along  
23 with the emergency lights. Those are operational. I'm  
24 just looking for more specific stuff.

25 The firefighting systems, the main and

1 emergency fire pumps were operationally tested. Part  
2 of my general walk-around through the general engine  
3 room or the boat I would have been noticing the various  
4 portable fire extinguishers, their locations, proper  
5 mountings. The same with fire hose stations, span and  
6 wrenches, that stuff I found along the way.

7 The all international shore connections were  
8 verified. The fire control plan was found posted at  
9 various places. The smoke extraction and engine room  
10 and accommodation smoke alarms were all operationally  
11 tested. Fire damper closings for the engine room were  
12 tested.

13 Other various alarms, the general alarm was  
14 tested. The refrigeration space alarms were activated.  
15 On this attendance, the OWS and its alarm was tested.

16 And both steam turbine generations were put  
17 on load in parallel and then given to the other  
18 generator. When I was on board, one was on line, but  
19 the other one was running and idle. And they placed  
20 them in parallel and transferred the whole load to the  
21 other and then they went back to how it was before.

22 The steering gear was tested. As far as  
23 pure engine rooms, that's about it.

24 MR. YOUNG: And a lot of these I understand  
25 you said they were tested. Were they tested in your

1 presence or had the crew tested them previously and  
2 indicated to you that they were already tested?

3 MR. HOHENSHELT: One hundred percent in my  
4 presence.

5 MR. YOUNG: You saw them all, okay.

6 MR. HOHENSHELT: Yes.

7 MR. YOUNG: For the rest of this machinery  
8 on this attendance so far, I'm good.

9 (Chorus of no questions)

10 MR. YOUNG: Good. That was it for this  
11 survey in terms of engine room.

12 MR. HOHENSHELT: Correct.

13 MR. YOUNG: Was there anything lifesaving  
14 appliance wise for this visit?

15 MR. HOHENSHELT: Yes.

16 MR. YOUNG: Could you review that as well  
17 once we get to that?

18 MR. HOHENSHELT: Of course.

19 [REDACTED] Coast Guard. I have  
20 one question. I'm sorry. Whenever you were in the  
21 engine room walking around, did you notice especially  
22 with regards to bilge system manifolds if the valves  
23 were labeled properly? Did they have labels on them  
24 indicating which valve?

25 MR. HOHENSHELT: To be honest I can't

1 remember if they had a chain with a tag identifying  
2 them or if they were stenciled. I cannot remember.

3 [REDACTED] Thank you very much.

4 MR. FURUKAWA: Sorry. Just a follow-up to  
5 that, is that something that you examine as part of  
6 your survey to verify the type of systems and valves  
7 are properly labeled?

8 MR. HOHENSHELT: Yes.

9 MR. FURUKAWA: Okay. Thank you.

10 MR. HOHENSHELT: Do you want me to move onto  
11 the safety equipment?

12 MR. YOUNG: Sure.

13 MR. HOHENSHELT: In this attendance on 9  
14 January I verified correct drills were being carried  
15 out as far as lifeboat drills, onboard familiarization,  
16 onboard training, those records.

17 MR. YOUNG: Can we stop you there? How did  
18 you verify that the lifeboat drills were being carried  
19 out?

20 MR. HOHENSHELT: Through the deck logbook  
21 and their training matrix records.

22 MR. YOUNG: And those were available to you  
23 paper copy.

24 MR. HOHENSHELT: Correct.

25 MR. YOUNG: Were any of them electronic on a

1 computer?

2 MR. HOHENSHELT: I can't remember to tell  
3 the truth.

4 The radio technician was not on board during  
5 my attendance. However, he had onboard all the correct  
6 ABS check sheets for the radio survey. So I reviewed  
7 that and all was in good order.

8 With that, I also inspected the VHF radios,  
9 the EPIRB, its location, its service report, all the  
10 various life-saving equipment on the bridge, the SARTS,  
11 the daytime lamp, the day shades, the publications, the  
12 additional life jackets, numbers and suits, on the  
13 bridge, the parachute players, the radars, the  
14 compasses, the battery lockers, the life rings on the  
15 bridge wings, all that. Everything that was required  
16 to be on the bridge.

17 MR. YOUNG: Did everything appear to be in  
18 good order?

19 MR. HOHENSHELT: Correct.

20 MR. YOUNG: Were there any discrepancies or  
21 any problems with anything?

22 MR. HOHENSHELT: No. The service report for  
23 the VDR was in good order. During my surveys, I'll  
24 always go on top of the bridge and look down at any  
25 cable penetrations there. And I believe that's where

1 the VDR was, but I cannot remember for sure.

2 Again, the muster stations, the lights for  
3 the muster stations, I would have saw all that. The  
4 bridge navigation watch alarm system, that was  
5 operationally tested.

6 Both the port and starboard life boats were  
7 lowered and operated. When I say operated I mean the  
8 engine.

9 MR. YOUNG: Was it lowered to the  
10 embarkation deck?

11 MR. HOHENSHELT: The dockside boat was lower  
12 to the embarkation deck. The outboard boat was lowered  
13 to the water line but not released.

14 MR. YOUNG: We'll stop you there because  
15 you've given us a lot of equipment that you had  
16 surveyed in terms of safety gear and life saving  
17 appliances. We'll go around the room.

18 MR. HOHENSHELT: Okay.

19 MR. O'DONNELL: Yes. Lou O'Donnell, ABS. I  
20 just want to make one confirmation from you, Steve.  
21 You said you reviewed the ABS check sheets of the radio  
22 survey. Even though this is a commercial vessel, an  
23 ABS does not normally do the radio survey. Sometimes  
24 the radio technicians still use the ABS check sheets to  
25 do the FCC portion of the radio survey. And they also



1 will use ABS check sheets for the VDR and specific  
2 parts to leave for review for the surveyor because they  
3 know you'll be coming back for the -- you're going to  
4 be looking at part of that as part of the safety  
5 survey.

6 MR. HOHENSHELT: Yes, that's correct.  
7 That's how I based the EPIRB and the VDR service report  
8 along with the visual examination.

9 MR. O'DONNELL: Okay. And I further note  
10 from your report that it looks like INTECH was the  
11 company that left it onboard and they'd been on  
12 sometime in December approximately about a month before  
13 you went on. And they left all their reports on.

14 MR. HOHENSHELT: Correct.

15 MR. O'DONNELL: Thank you. That's all I  
16 have.

17 [REDACTED] Good morning. [REDACTED] The  
18 EPIRB and the rest of the lifesaving equipment with  
19 regard to hydrostatic release, did you verify they were  
20 all properly attached and within their service life?

21 MR. HOHENSHELT: Yes, correct. And I would  
22 have also noted the expiration date in my report for  
23 the hydrostatic release.

24 [REDACTED] Thank you.

25 (Chorus of no further questions)

1 MR. YOUNG: Okay. Keep moving on.

2 MR. HOHENSHELT: And with the lifeboats  
3 again they were inventoried. All provisions inside  
4 were found satisfactory. The motors were operated.  
5 The steering ability was tested.

6 Verified all service reports for the  
7 inflatable life rafts. All were within the 12 month  
8 window. The pilot ladders were surveyed. Again the  
9 fire control plan was examined and sampled for  
10 correctness.

11 Service reports for all CO2 systems were  
12 found satisfactory. Again, both fire pumps tested with  
13 two hoses. Again the smoke detection for the cargo  
14 holds was tested. The smoke detection for the engine  
15 room and accommodation was tested. Sprinkler system  
16 for the paint lockers was tested.

17 Again, ventilator closing arrangements, fire  
18 dampers, were operationally tested. All EEBBs were  
19 found compliant. The galley firefighting system was  
20 found compliant. The LP and HP turbine were witnessed  
21 in operation, not underway but during the warming up  
22 process and it was accepted. And that was the extent.

23 MR. YOUNG: Okay. So it sounds like you'd  
24 seen a large amount of the ship from bridge to engine  
25 room. Were you escorted most of the time with crew

1 members the entire time?

2 MR. HOHENSHELT: Correct. I would say for  
3 the vast majority of the survey I was with the chief  
4 engineer.

5 MR. YOUNG: And with working with that chief  
6 engineer, how would you describe his ability to operate  
7 the machinery and converse about the operation of the  
8 ship? Was he competent?

9 MR. HOHENSHELT: I found him competent.  
10 With exception of the emergency generator, everything  
11 else worked the first time. And he knew how to do it  
12 the first time.

13 MR. YOUNG: Did he seem comfortable with the  
14 machinery?

15 MR. HOHENSHELT: Yes.

16 MR. YOUNG: Had he been on the ship awhile  
17 or brand new? What was your understanding of the  
18 length of time served on that ship?

19 MR. HOHENSHELT: I had previously worked  
20 with the same chief engineer as a first engineer and as  
21 a chief engineer before on the various TOTE ships going  
22 back to about 2012.

23 MR. YOUNG: And the rest of the crew, how  
24 did you feel with the safety culture of the ship and  
25 their ability to assist throughout your time aboard the

1 ship?

2 MR. HOHENSHELT: Extremely accommodating.

3 MR. YOUNG: No issues? Did anybody bring  
4 any safety complaints to your attention?

5 MR. HOHENSHELT: No.

6 MR. YOUNG: Okay.

7 MR. O'DONNELL: Yes. Lou O'Donnell, ABS.  
8 Steve, if a crew member brings a safety complaint or  
9 under ACP a safety complaint or a concern to you, are  
10 you obligated to keep that confidential and report it  
11 directly to the U.S. Coast Guard?

12 MR. HOHENSHELT: Yes.

13 MR. O'DONNELL: Thank you. And just a  
14 couple of other things quickly. Our surveys when you  
15 annual hull and machinery, the class side survey is a  
16 statutory side survey especially with the safety  
17 equipment, safety construction. Is there a lot of  
18 cross over between the class and the statutory side  
19 where some of the same tests are -- We'll say we'll go  
20 do the annual machinery and do the test and do the  
21 safety construction/safety equipment and do the same  
22 test over. There's a lot of cross over where a lot of  
23 the same things have to be done for the multiple survey  
24 tests. Is that true?

25 MR. HOHENSHELT: That is correct.

1 MR. O'DONNELL: Just give me one second. No  
2 further questions.

3 [REDACTED] Coast Guard. With  
4 regards to the cargo holds, you went to the cargo holds  
5 and the (Inaudible) system, the port and starboard rose  
6 (phonetic) boxes, did you test them in any with suction  
7 or anything?

8 MR. HOHENSHELT: Yes, sir. We'll move  
9 ahead. From what I recall in the lower cargo holds  
10 just forward of the engine room bulkhead is the  
11 emergency fire pump and that's also where the bilge  
12 suction is. So that was all tested at the same time.  
13 And also forward, I believe there was a port and  
14 starboard bilge suction and those were operationally  
15 tested.

16 Every time I have surveyed the TOTE vessels  
17 they had it prepared with water filled just to the top.  
18 When we made it there, they could call the engine room  
19 and start the pump.

20 [REDACTED] Thank you. And on the lifeboat  
21 you said you lowered it to the water, but you didn't  
22 release them. Is that the normal way you test them or  
23 do you normally test the release of them?

24 MR. HOHENSHELT: For this time at the  
25 annual, it did not require the releasing.

1           ██████████ Is there any time during ABS  
2 inspections that they do get tested?

3           MR. HOHENSHELT: Yes. At the five year, it  
4 would be the 1.1 times to weight on load release.

5           ██████████ Okay. Thank you.

6           MR. ROTH-ROFFY: Tom Roth-Roffy, NTSB. Just  
7 backtracking regarding that (Inaudible) recorder  
8 examination survey that you did, could you describe in  
9 more detail what's involved in that survey?

10          MR. HOHENSHELT: From my end, I would verify  
11 the radio technician's report and certificate for the  
12 servicing and the testing of it. Further than that, it  
13 would be mostly limited to just the physical condition  
14 of the unit and its securing and wiring and visual.  
15 But as far as the operational testing, there's not much  
16 I can do.

17          MR. O'DONNELL: Louie O'Donnell, ABS. As  
18 this is an SVDR unit based on the age of the vessel,  
19 can you recall -- I know this is digging deep -- if it  
20 was not fitted with a hydrostatic release as of the  
21 requirement for the new VDRs or fitted with a  
22 hydrostatic release? I don't think this unit would  
23 have been. Can you recall if it was?

24          MR. HOHENSHELT: I cannot say with 100  
25 percent certainly.

1 MR. O'DONNELL: That's fine. Thank you.

2 [REDACTED] May I resume, sir?

3 MR. O'DONNELL: Yes, I'm sorry.

4 [REDACTED] Do you recall if you looked at  
5 the expiration date of the (Inaudible) battery on the  
6 fixed capsule? Or is that part of your documentation  
7 of the circuit?

8 MR. HOHENSHELT: I cannot recall. I cannot  
9 recall looking at that. That may have been in the  
10 service report by the radio technician.

11 [REDACTED] Did you look at that service  
12 report at the expiration date of the battery or you  
13 just assumed it?

14 MR. HOHENSHELT: I would have -- I'm sorry.  
15 I would have verified if anything was due or overdue.

16 [REDACTED] Okay.

17 MR. HOHENSHELT: But if everything was -- If  
18 nothing was due, I would have assumed everything was  
19 compliant.

20 [REDACTED] Thank you. No further  
21 questions.

22 (Chorus of no questions)

23 MR. YOUNG: So that's it for that survey for  
24 that date. Or is there --

25 MR. HOHENSHELT: Well, we can move onto the

1 hull.

2 MR. YOUNG: Were there any other pieces of  
3 equipment surveyed on January 9th visit?

4 MR. HOHENSHELT: Yes.

5 MR. YOUNG: Okay. We'll just continue with  
6 this.

7 MR. HOHENSHELT: With regards to the annual  
8 survey, about 90 percent of it was completed in this  
9 attendance.

10 For the hull survey, it would have been  
11 again the chief engineer was with us. We would started  
12 on the main deck or the container deck and we would  
13 have walked around, would have verified handrails, the  
14 deck, the welding on the decks, any ventilators up  
15 there.

16 Once up forward, we operationally tested  
17 both anchors, would look at the mooring bits and  
18 pleats, the mooring winches. During the same  
19 attendance we operationally tested the sprinkler system  
20 on the second deck. All of the cargo area doors were  
21 operationally tested. Again, the cargo area bilge  
22 alarms, bilge pumps were tested.

23 MR. YOUNG: Can we stop you there for a  
24 round of questions on this?

25 MR. HOHENSHELT: Of course.



1                   MR. YOUNG: When you're looking at welding  
2 on decks, what are you looking at to determine with the  
3 condition of the welding?

4                   MR. HOHENSHELT: Pretty much you would look  
5 if there was any breakdown in the paint. That would be  
6 an indication of a possible problem. As far as I  
7 recall, there was very little of that. We went on to  
8 look for any cracks in the welds. You want to look for  
9 especially the terminations around hard points where  
10 maybe eye beams are as far as pure welding on deck.

11                   Actually in particular you always want to  
12 look at the foundations of any bent heads. Any strong  
13 holding points, the foundations of that welding, we  
14 always take a little extra time to look at.

15                   MR. YOUNG: And cargo doors, are you talking  
16 the big hydraulically operated doors?

17                   MR. HOHENSHELT: Correct.

18                   MR. YOUNG: Did you operate them all?

19                   MR. HOHENSHELT: Correct.

20                   MR. YOUNG: And was there any test done,  
21 either a chalk test or a water test?

22                   MR. HOHENSHELT: I vividly remember the crew  
23 must have carried out a chalk test because the evidence  
24 was still on the gasket. But we did not do that in  
25 that attendance. As far as the water or hose testing,

1 I can't remember if we did that because I cannot  
2 remember if it's required for the annual. If it was,  
3 we did it. But I don't think it was required for this  
4 attendance.

5 MR. YOUNG: And did you notice any issues  
6 with the big cargo watertight doors enclosing or  
7 securing or opening?

8 MR. HOHENSHELT: No.

9 MR. YOUNG: Was there anything when you were  
10 on board that was blocking the doors from operating  
11 properly? Anything like hoses running through them?

12 MR. HOHENSHELT: No, only in some cases they  
13 would have trouble opening them just because of  
14 locations of trucks and stuff like that. But we worked  
15 around it.

16 MR. YOUNG: And did this walk-around on the  
17 cargo deck include securing and opening and checking  
18 any of the scuttles?

19 MR. HOHENSHELT: By scuttles, do you mean  
20 the access ladders?

21 MR. YOUNG: Yes.

22 MR. HOHENSHELT: Yes, we would have just --  
23 The course you have to take going around you, you would  
24 have gone in or out of every one of them.

25 MR. YOUNG: Okay.

1 MR. HOHENSHELT: And of course I would have  
2 -- if there was anything wrong -- noticed.

3 MR. YOUNG: We'll just pass it around the  
4 room for cargo deck walk-around.

5 MR. O'DONNELL: Just one further question on  
6 the hull side, Brian kind of touched on this, looking  
7 for the fractured welds and everything. We look for  
8 suspect areas like you say, the hard spots, things  
9 where there could be problems. And you examined all  
10 those suspect areas.

11 MR. HOHENSHELT: Correct.

12 MR. O'DONNELL: Thank you. No further  
13 questions.

14 [REDACTED] with the Coast  
15 Guard. You mentioned evidence of a chalk test for the  
16 work. Can you describe in a little more detail what  
17 evidence you saw of the chalk test?

18 MR. HOHENSHELT: Just on every door you  
19 could see the white line perfectly around 100 percent  
20 of the gasket doors. It must have been recently  
21 carried out.

22 [REDACTED] So can you just describe the  
23 process of the test real quick for the record as far as  
24 the transfer of the chalk?

25 MR. HOHENSHELT: The gasket is on the

1 moveable door side. So you would take white chalk on  
2 the edge of where the gasket would meet the stationary  
3 part of the bulkhead. Once you close the door and  
4 engage the dogs if it has 100 percent contact, it will  
5 leave a white chalk ring around the black gasket.

6 [REDACTED] Thank you.

7 MR. FURUKAWA: Jon Furukawa, NTSB. Any  
8 evidence of wastage?

9 MR. HOHENSHELT: The general condition, no.  
10 There was no evidence of wastage. However, one area  
11 which I did report on did have a small localized area  
12 of wastage.

13 MR. FURUKAWA: Where was that?

14 MR. HOHENSHELT: That was in the forward  
15 boats and locker on the transverse bulkhead in way of a  
16 -- it looks like a drainage plug. In way of that  
17 drainage plug, there was a slight area of wastage  
18 around it.

19 MR. FURUKAWA: Did you write that up?

20 MR. HOHENSHELT: Yes, I did.

21 MR. FURUKAWA: Thank you.

22 MR. YOUNG: Okay. You can continue moving  
23 along with it.

24 MR. HOHENSHELT: And similar to the walk-  
25 around as I'm going through I was checking all weather-

1 tight doors and the accommodation, port lights, windows  
2 on the bridge, all this stuff, NOLA. Nothing was  
3 noted. Ballast tank vent heads, all the vent heads  
4 were checked.

5 Again, the general load line hull items such  
6 as the gangways, handrails. The stability book was  
7 witnessed. And we discussed the doors.

8 We would have checked the fire control room,  
9 the CO2 room. It was all good. That's generally about  
10 it for this attendance.

11 MR. YOUNG: Okay. As far as I got on my  
12 notes on the emergency generator, there was an issue,  
13 but it was corrected. And there was some steel wastage  
14 by the forward boson's locker. Was there anything else  
15 that caused concern or was reported on on that visit?

16 MR. HOHENSHELT: No.

17 MR. YOUNG: Good.

18 INTERVIEWER: This kind of survey took place  
19 on one particular day.

20 MR. HOHENSHELT: Yes, on January 9th.

21 INTERVIEWER: And about how many hours did  
22 this survey take?

23 MR. HOHENSHELT: It was roughly about from  
24 8:00 a.m. until about 1700-1800.

25 INTERVIEWER: Could you estimate how much

1 time you spent on each portion of those surveys?

2 MR. HOHENSHELT: Generally from about 8:00  
3 a.m. to 1300 would have been mostly bridge, deck,  
4 lifesaving equipment. And then after lunch was  
5 dedicated mostly to engine room.

6 INTERVIEWER: Thank you very much. No  
7 further questions.

8 (Chorus of no questions)

9 MR. YOUNG: We can move onto the next  
10 attendance please.

11 MR. HOHENSHELT: Okay. The next attendance  
12 was 23 January. And the scope of this attendance was  
13 only to inspect three ballast tanks as part of  
14 continuing on with the annual hull number four.

15 MR. YOUNG: And what is annual hull? That's  
16 the fourth year in the annual hull survey.

17 MR. HOHENSHELT: Correct.

18 MR. YOUNG: If you don't mind walking  
19 through this, just tell us the tanks you were in, the  
20 condition you found them and if there were any  
21 discrepancies please.

22 MR. HOHENSHELT: Of course. The three  
23 ballast tanks I inspected on this visit was the forward  
24 peak tank, the double bottom ballast tank number two  
25 port inboard and double bottom number two starboard

1 inboard. These were required for annual hull survey  
2 because the previous coating condition was listed as  
3 poor. It thus required examination prior to completing  
4 annual hull survey. All three were internally examined  
5 and no deficiencies were noted.

6 MR. YOUNG: Were all three in poor  
7 condition?

8 MR. HOHENSHELT: Yes, sir.

9 MR. YOUNG: And if you could just for the  
10 record describe what tank inspection entails.

11 MR. HOHENSHELT: An overall tank inspection  
12 would entail examination of the coating itself as a  
13 preventive maintenance measure. You would look for any  
14 damage. You would look at all framing members, all  
15 longitudinal members. You would look at the side  
16 shell. You would look for any wastage. You would look  
17 for any damage. None was reported.

18 MR. FURUKAWA: Jon Furukawa, NTSB. Do you  
19 remember when those ballast tanks were (Inaudible)

20 MR. HOHENSHELT: I'm sorry. I don't  
21 understand the question.

22 MR. FURUKAWA: Well, they're satisfactory if  
23 they're in inspection, correct?

24 MR. HOHENSHELT: Yes.

25 MR. FURUKAWA: Do you know when they were

1 previously corrected or --

2 MR. HOHENSHELT: Do you mean when it was  
3 previously identified as poor?

4 MR. FURUKAWA: Yes.

5 MR. HOHENSHELT: They would have last been  
6 required at the year prior during intermediate survey.  
7 But I was not the surveyor in attendance. So I do not  
8 know when and where they were.

9 MR. FURUKAWA: And then sometime during that  
10 year they were corrected. And it was just the coating?

11 MR. HOHENSHELT: Just the coating.

12 MR. FURUKAWA: Thank you.

13 MR. HOHENSHELT: And that was the -- Also  
14 during this attendance, temporary repairs were made to  
15 the small wasted area in the boson locker.

16 MR. YOUNG: This is Brian Young with the  
17 NTSB. Maybe rewording Jon's question, the condition of  
18 those three tanks was poor prior to your arrival there.  
19 After your inspection what was the status?

20 MR. HOHENSHELT: They were -- I updated my  
21 report -- remained in the coating as poor condition.

22 MR. YOUNG: And that's because of the age of  
23 the ship.

24 MR. HOHENSHELT: No, it would be due to the  
25 breakdown in the coating system.



1 MR. YOUNG: Okay. So they're still poor.

2 MR. HOHENSHELT: Correct.

3 MR. YOUNG: Okay. Is there any way for this  
4 ship to correct this and go to satisfactory or good  
5 condition?

6 MR. HOHENSHELT: Yes, there is. However, it  
7 would be very difficult to do without being in a  
8 shipyard. They would have to sandblast the tank and  
9 apply an approved marine coating which is difficult to  
10 do in operation.

11 MR. YOUNG: Any other questions on that tank  
12 or tank inspections?

13 MR. O'DONNELL: No, just one further  
14 question or to clarify the repair that was made in this  
15 report. That hole in the transverse bulkhead up near -  
16 - we say four peaks base -- that was at the main deck  
17 level. It wasn't at the pre-board deck level or below.  
18 Correct?

19 MR. HOHENSHELT: My understanding from the  
20 ship is the second deck is the pre-board deck. And the  
21 container platform is the main deck. It was on the  
22 transverse bulkhead between those two levels. So above  
23 the second deck.

24 MR. O'DONNELL: Thank you. That's it.

25 (Chorus of no questions)

1 MR. YOUNG: And I guess the last question  
2 for this visit, if there was any interaction with the  
3 crew or anything you noticed out of the ordinary with  
4 the condition of the vessel as a whole or the personnel  
5 you dealt with.

6 MR. HOHENSHELT: No, this was the same crew  
7 from a few weeks prior attendance. So get to the  
8 forward peak entrance we had to pass by the temporary  
9 repair that crew had already made. And from there we  
10 went down the access ladders to the double bottom tank  
11 top and both tanks were surveyed there. And that was  
12 more or less the extent of the survey.

13 MR. YOUNG: Sounds good. If everyone is all  
14 set with this, we'll move onto the next attendance.  
15 Thank you.

16 MR. HOHENSHELT: The next attendance was 13  
17 February 2015. And on this attendance all annual  
18 surveys were completed. Generally about the only item  
19 remaining was the inspection of the number one double  
20 bottom tanks which had been completed a few days prior  
21 in Jacksonville. However, a few small items remained  
22 that I completed myself in San Juan.

23 I would have to go to my report to remember  
24 which item I verified. But essentially it was a  
25 confirmation of the tank inspections by ABS in

1 Jacksonville completed the hull. And by completing the  
2 hull, it completed the annual load line and safety  
3 construction. And then I believe for the safety  
4 equipment and machinery, the only item remaining was  
5 the firefighting suits which I inspected and completed  
6 those.

7 MR. YOUNG: To understand properly, this is  
8 just the completion of the January 9th visit.

9 MR. HOHENSHELT: Correct. This would have  
10 completed all annual surveys on this date.

11 MR. YOUNG: And just to understand, why  
12 wasn't it completed on the 9th? Were there additional  
13 items that needed to be inspected or?

14 MR. HOHENSHELT: The reason for the two  
15 additional attendances is a rule that states that once  
16 a coating condition is listed as poor in a ballast tank  
17 it has to be inspected on an annual basis. And during  
18 the January 9th attendance just the ship's condition,  
19 they were not in a position to make the tanks  
20 available.

21 And on the January 23 due to the ship's  
22 operation, they only had the ability to make three  
23 tanks available. But after that, two more tanks needed  
24 to be internally examined which was completed in  
25 Jacksonville. And upon their return to San Juan on 13

1 February, I completed all the annuals because no more  
2 internal examinations were required.

3 MR. YOUNG: If I understand this right, this  
4 is just a paperwork visit because everything now is  
5 completed.

6 MR. HOHENSHELT: Almost exactly.

7 MR. YOUNG: So were there any inspections or  
8 surveys conducted on the 13th of February? I'm just  
9 trying to figure out what occurred on this visit that  
10 hasn't occurred on the previous? It's more of a  
11 follow-up.

12 MR. HOHENSHELT: This would have been mostly  
13 paperwork. For example, on the annual hull, the only  
14 item I checked was that the company did not want to add  
15 or remove any class notations which was just a yes/no  
16 from the captain. Simple items because once the  
17 ballast tanks were done it was mostly just paperwork on  
18 board with the master.

19 MR. YOUNG: So after the Jacksonville tank  
20 inspection, that completed the surveys in order to  
21 enable you to complete the annual survey.

22 MR. HOHENSHELT: Yes.

23 MR. YOUNG: Okay. I think I understand. Any  
24 questions on this paperwork visit?

25 MR. O'DONNELL: Yes, Louie O'Donnell, ABS.

1 Just for clarification, it looks like on top of  
2 completing all the surveys you mentioned that you  
3 verified the firefighting outfits and gear. And as  
4 required, when we close out we have to go on and  
5 complete all the survey tasks and endorse all the  
6 certificates.

7 MR. HOHENSHELT: Yes, that can be found in  
8 my report. Every certificate was signed on board and  
9 electronically within our reporting system.

10 MR. O'DONNELL: No further questions.

11 MR. FURUKAWA: Jon Furukawa, NTSB. For the  
12 wastage in the ballast and double bottom tanks, what's  
13 on the other side of the wastage areas? Is that the  
14 hull?

15 MR. HOHENSHELT: I don't understand the  
16 question. The coating was listed as poor, but there  
17 was no wastage to the steel itself.

18 MR. FURUKAWA: Okay, the steel was good.

19 MR. HOHENSHELT: The steel was solid. Yes,  
20 sir.

21 MR. FURUKAWA: Okay. That answered my  
22 question. Thank you.

23 MR. YOUNG: So on the 13th of February on  
24 this visit, is this when the certificates were actually  
25 issued?

1 MR. HOHENSHELT: They would have been  
2 signed, yes.

3 MR. YOUNG: Signed.

4 MR. HOHENSHELT: Signed and completed for  
5 the annual survey.

6 MR. YOUNG: Any other questions on this  
7 attendance?

8 [REDACTED] Coast Guard. Just to  
9 be clear, the company has no obligation with regards to  
10 coating systems on the tanks, right, as far as they  
11 don't have an obligation to correct the condition or  
12 properly coat the tank?

13 MR. HOHENSHELT: No, there's no obligation.  
14 It's a preventative maintenance measure.

15 MR. GARZA: I'm sorry. Can I just ask a  
16 clarification? And I know I'm not supposed to speak  
17 up. But when you said company, you're referring to ABS  
18 or are you referring to the owner?

19 [REDACTED] The owner of the vessel.

20 MR. GARZA: Thank you.

21 MR. HOHENSHELT: Yes, I cannot force them to  
22 fix the coating. However, the requirements become  
23 greater to maintain that tank with a poor condition.  
24 So it would be a choice the shipping company has to  
25 make.

1                   ██████████ Thank you.

2                   MR. YOUNG: Any one else?

3                   MR. FISHER-ANDERSEN: A point of  
4 clarification from the TOTE side. Those ballast tanks  
5 were filled with fresh water.

6                   MR. YOUNG: Thank you. Any other  
7 attendances?

8                   MR. HOHENSHELT: One more.

9                   MR. YOUNG: Yes.

10                  MR. HOHENSHELT: There was on 6 of March  
11 2015 TOTE had called me. They said there was a small  
12 item noted with the steering gear system. I don't know  
13 when and where the local Coast Guard got involved, but  
14 they said they wanted just a report from ABS. So I  
15 attended. And the starboard steering, when steering  
16 gear was operating solely on the starboard steering  
17 gear in follow-up mode, it was missing the exact target  
18 by an average three to four degrees.

19                  However in non follow-up mode, starboard  
20 pump was working correctly and port steering gear mode  
21 pump was 100 percent operational. I remember the chief  
22 engineer on board spent a couple of hours  
23 investigating, but in the end it was the same.

24                  I did contact the local Coast Guard. They  
25 were in agreement to give an outstanding recommendation

1 for six days to let them continue investigating and  
2 repairing in Jacksonville. And that was it.

3 I wrote it up against the class and  
4 statutory six day deficiency. And upon the ship's  
5 departure, I do not know how it was repaired. That was  
6 attended in Jacksonville and not myself. I have no way  
7 of knowing what the final problem was or how it was  
8 repaired.

9 MR. YOUNG: And we spoke with another  
10 surveyor who did witness it as being completed.

11 MR. HOHENSHELT: Okay.

12 MR. YOUNG: So it was completed. Any other  
13 questions on the steering issue?

14 MR. FISHER-ANDERSEN: Confirmation in the  
15 corrected action.

16 MR. YOUNG: Confirmation on the corrected  
17 action. Yes, it was done and witness by ABS.

18 MR. FISHER-ANDERSEN: ABS, yes. Jim Fisher-  
19 Andersen, TOTE.

20 MR. YOUNG: Thanks, Jim. Thank you, Steven,  
21 for all the reports of all the different attendances.  
22 And again, what we're working at is just getting a feel  
23 for the condition of the ship and the competency of the  
24 crew. And if there's anything that you can recall on  
25 either in addition to what you saw at your attendances,



1 we're just looking again for the condition of the  
2 competency and what you noticed overall.

3 MR. HOHENSHELT: I mean generally in my  
4 experience in carrying out the surveys on board the  
5 ship was in good condition.

6 MR. YOUNG: And the crew?

7 MR. HOHENSHELT: Very competent.

8 MR. YOUNG: And nothing out of the ordinary  
9 that you noticed that would have caused you alarm for  
10 the condition of the ship.

11 MR. HOHENSHELT: No. I mean the few items I  
12 did find everything was documented such as the small  
13 wastage area or the emergency generator.

14 MR. YOUNG: Thank you.

15 (Chorus of no further questions)

16 MR. YOUNG: Are you good, Tom?

17 MR. ROTH-ROFFY: I'm sorry. Just one  
18 follow-on. Regarding the ACP -- Tom Roth-Roffy, NTSB.

19 MR. HOHENSHELT: Yes, sir.

20 MR. ROTH-ROFFY: Is the Coast Guard involved  
21 in any of your surveys as a second person on board? Or  
22 do they actually sign the documents? If you could  
23 describe generally how that normally works.

24 MR. HOHENSHELT: Of course. For the ACP  
25 program, it allows ABS to carry out the statutory

1 certificates on their behalf. So prior to an ACP  
2 vessel being attended, we would alert the local Coast  
3 Guard. I believe they are required to do oversight on  
4 us occasionally. But for these four attendances, the  
5 Coast Guard was not on board.

6 MR. ROTH-ROFFY: And do you survey other  
7 U.S. flag vessels in San Juan?

8 MR. HOHENSHELT: Yes, sir. Previously, all  
9 three of the TOTE vessels, of course. Occasionally,  
10 the Crowley vessels will call San Juan and I'll attend.  
11 Previously, I had attended Horizon ships before they  
12 stopped trading there and additionally locally owned  
13 U.S. flag tug and barges.

14 MR. ROTH-ROFFY: And do you recall if they  
15 were also part of the ACP program or not?

16 MR. HOHENSHELT: I believe the Crowley  
17 barges were not part of the ACP program. But the  
18 Horizon boats were.

19 MR. ROTH-ROFFY: And if you could tell me  
20 generally how your surveys are different between an ACP  
21 and non ACP surveys on vessels? More extensive? Less  
22 extensive? About the same?

23 MR. HOHENSHELT: It would be about the same.  
24 The ACP is unique to the United States. However,  
25 regardless of the flag, they would have specific areas

1 or special instructions. So the ACP comes with their  
2 special instructions from the U.S. But every flag  
3 would have various similar programs that we would carry  
4 out.

5 MR. ROTH-ROFFY: And they would be called  
6 the ABS supplement or something similar to that?

7 MR. O'DONNELL: Louie O'Donnell, ABS. I  
8 think where you're trying to go is what we're doing as  
9 part of ACP is we carry out all the normal class  
10 surveys. As I stated earlier, a lot of the class  
11 surveys carry over onto the statutory side. A lot of  
12 our rules is made up from SOLAS, etc.

13 What we do there is we do everything by  
14 class. Everything is required for statutory also.  
15 Where the supplement kicks in is there are a few items  
16 between ABS and the Coast Guard that aren't necessarily  
17 covered in SOLAS or whatever. They get carried over  
18 into what's called the ABS Supplement.

19 Let's say that the go-between or the  
20 additional items that are required by the flag. Almost  
21 every flag, ABS acts as RO for almost 100 flags  
22 throughout the world. You have your IMO requirements  
23 and your class requirements. And then every flag may  
24 have specific requirements. And the supplement is the  
25 specific requirements essentially for the U.S. Coast

1 Guard. Where there wasn't really an ABS rule or an IMO  
2 regulation it went into the supplement and we basically  
3 made it an item.

4 All our surveys we do for the Coast Guard we  
5 have those specific items as part of the surveys for  
6 the Coast Guard. And then if you'd like to have any  
7 further information about ACP and how the process works  
8 for the owner, class, refer to the supplement.

9 [REDACTED] [REDACTED] for the Coast Guard.  
10 Essentially, it covers the gap between international  
11 and U.S. regulations.

12 MR. O'DONNELL: The gap, yes.

13 MR. ROTH-ROFFY: Understood. Thanks for the  
14 clarification.

15 And who is the person to witness and discuss  
16 the ACP program details? You said refer to the  
17 supplement. But have we had overall questions about  
18 it?

19 [REDACTED] About the supplement?

20 MR. ROTH-ROFFY: Yes, about ACP in  
21 particular. And for the Coast Guard, is there somebody  
22 in the Coast Guard that's an ACP specialist?

23 [REDACTED] [REDACTED] with the Coast Guard.  
24 We have program managers in our Office of Vessel  
25 Compliance. And their specific job is to track the ACP

1 vessels, track the deficiency history on them and  
2 verify that they stay in compliance. And we also have  
3 an annual targeting document that comes out with a list  
4 that goes out to all the inspectors. If a vessel based  
5 on certain criteria like age of vessel or deficiency  
6 history or anything like that, past problems that they  
7 could have had could end up on the call or lookout  
8 list. And that's drawn to our attention when it comes  
9 up for its annual specific to that area or reason why  
10 it's on the list. But, yes, we have managers.

11 MR. ROTH-ROFFY: I will defer to the Group  
12 Chairman if he wants to pursue that further to schedule  
13 some additional interviews. That's all I have.

14 MR. YOUNG: This is Brian Young with the  
15 NTSB. Just a few other follow-up questions. Were you  
16 the only surveyor aboard for these four attendances?

17 MR. HOHENSHELT: Yes.

18 MR. YOUNG: At any time during these  
19 surveys, were any shutdowns for the propulsion unit or  
20 the main boilers tested or witnessed?

21 MR. HOHENSHELT: Yes, I must have neglected  
22 to mention. On January 23, all the automation for the  
23 port and starboard boiler was carrying out per the  
24 approved testing procedure.

25 MR. YOUNG: And do you have a list of some

1 of the tests that were conducted or shutdowns?

2 MR. HOHENSHELT: I do not have a list.  
3 However, it was on board and had been reviewed by ABS.  
4 I believe there are approximately 14 tests and it was  
5 detailed in the procedure how to do each test such  
6 burner failure, forced (Inaudible) failure -- I'm just  
7 trying to remember -- low level alarm and they gave  
8 details for the operators on how to conduct the tests.

9 MR. YOUNG: And do you recall if those tests  
10 were conducted in your presence or had been previously  
11 completed?

12 MR. HOHENSHELT: In my presence, yes. That  
13 was the same attendance. And thank you. I can't  
14 believe I didn't mention that earlier.

15 MR. YOUNG: So approximately 14 tests on  
16 both port and starboard boilers were all completed in  
17 your presence successfully.

18 MR. HOHENSHELT: Correct.

19 MR. YOUNG: Were there any tests completed  
20 on the main unit? Any blue boil alarms or shutdowns  
21 or?

22 MR. HOHENSHELT: No, not on that. For like  
23 the HPLP?

24 MR. YOUNG: Yes.

25 MR. HOHENSHELT: No shutdowns were.

1 MR. YOUNG: No shutdowns. Were there any  
2 others other than the boiler? Automation tests? Were  
3 any other automation tests completed throughout the  
4 machinery space?

5 MR. HOHENSHELT: As far as safety shutdown  
6 automation, I do not believe so.

7 MR. YOUNG: What about nonsafety shutdown  
8 automation?

9 MR. HOHENSHELT: Of course, like automatic  
10 starting the pumps and changeover and that kind of  
11 stuff.

12 MR. YOUNG: And that would all be included  
13 in the approved testing procedure.

14 MR. HOHENSHELT: Yes.

15 MR. YOUNG: Any issues that you noticed or  
16 deficiencies?

17 MR. HOHENSHELT: No. Actually, like I said  
18 they have pretty detailed procedures. And it was  
19 evident that the crew had done this procedure before  
20 because they were able to carry out very efficiently.

21 MR. YOUNG: And how about the boiler  
22 safeties? Did you witness those being tested?

23 MR. HOHENSHELT: Yes, they were -- Port and  
24 starboard, both safety valves were tested. That was  
25 part of the testing procedure.

1 MR. YOUNG: Anything else on test  
2 procedures?

3 MR. O'DONNELL: Just a couple. Louie  
4 O'Donnell, ABS. A clarification. When you say tested  
5 the safety valves, was that with the hand easing gear?

6 MR. HOHENSHELT: No, that was under steam.

7 MR. O'DONNELL: Okay.

8 MR. HOHENSHELT: But I believe they have  
9 ample spare valves on board. But I believe it's even  
10 in their company policy after they're tested it's  
11 removed and they put another factory set safety valve  
12 in place.

13 MR. O'DONNELL: And then just for  
14 clarification, the only approved automation they have  
15 is for the boiler on this vessel because the vessel  
16 doesn't contain a -- As I recall, the vessel doesn't  
17 possess an automation notation at ECC or ACC though,  
18 correct?

19 MR. HOHENSHELT: Correct.

20 MR. O'DONNELL: Thank you.

21 [REDACTED] Coast Guard. When  
22 you say approved automation, who is that approved by?

23 MR. HOHENSHELT: I can find out for sure in  
24 my report. But I believe it was approved by ABS.

25 [REDACTED] Okay. Thanks.



1 MR. HOHENSHELT: Yes, it was approved by  
2 ABS.

3 [REDACTED] Thank you.

4 MR. YOUNG: Typically the end of any of our  
5 interviews, we always ask if you feel if there's  
6 anything that we haven't asked you or anything you can  
7 think of off the top of your head to assist us in this  
8 investigation.

9 MR. HOHENSHELT: No, not really.

10 MR. YOUNG: I've given you my card and if  
11 you do think of anything down the road please feel free  
12 to contact us.

13 MR. HOHENSHELT: Of course.

14 MR. YOUNG: If there are no further  
15 questions we'll conclude the interview. The time is  
16 0927. Thank you very much for your time.

17 (Whereupon, at 9:27 a.m., the above-entitled  
18 matter was concluded.)  
19  
20  
21  
22  
23  
24  
25

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C E R T I F I C A T E

MATTER: El Faro Incident  
Accident No. DCA16MM001  
Interview of Steven Hohenshelt  
Jacksonville, FL

DATE: 10-12-15

I hereby certify that the attached transcription of page 1 to 58 inclusive are to the best of my professional ability a true, accurate, and complete record of the above referenced proceedings as contained on the provided audio recording; further that I am neither counsel for, nor related to, nor employed by any of the parties to this action in which this proceeding has taken place; and further that I am not financially nor otherwise interested in the outcome of the action.

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PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
4	2	compliance	Confined
7	9	Windlasses	Windlass
8	18	engine	engineer
9	23	To bilge alarm	Bilge level
28	15	Boats and locker	Bosun locker
29	2	NOLA	"to be deleted"
33	20	Pre-board	freeboard

If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEED. \_\_\_\_\_  
Initials

\_\_\_\_\_ Steven Hohenshelt \_\_\_\_\_  
Printed Name of Person providing the above information

\_\_\_\_\_  
Signature of Person providing the above information

\_\_\_\_\_ 13 November 2015 \_\_\_\_\_  
Date