

## NATIONAL TRANSPORTATION SAFETY BOARD

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IN RE: :  
: :  
THE EL FARO INCIDENT OFF : NTSB Accident No.  
THE COAST OF THE BAHAMAS ON : DCA16MM001  
OCTOBER 1, 2015 :  
: :  
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Interview of: Eunice Cadorette-Young

Wednesday,  
December 2, 2015

Marriott Hotel  
Jacksonville, Florida

BEFORE:

CARRIE BELL, NTSB

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

APPEARANCES:On Behalf of the U.S. Coast Guard:

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MIKE TANNER, ESQ., Tanner & Bishop Law Firm

OTHERS PRESENT:

JON FURUKAWA, NTSB  
MIKE KUCHARSKI, NTSB  
MELISSA SERRIDGE, TOTE Services  
PATTY FINSTERBUSCH, TOTE Services

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

9:00 a.m.

MS. BELL: Today is December 2nd, 2015.

We're here to interview Eunice Cadorette-Young for the *El Faro* accident. We are the Residence Inn Marriott in Jacksonville, Florida. It is 9:00 in the morning. And I'll go through the briefing items first and then we'll get started.

So the purpose of the investigation is to increase safety and not to assign fault, blame or liability. NTSB can't offer any guarantee of confidentiality or immunity from legal or license actions. A summary of the interview will go into the public docket and you'll be able to review that before it goes into the public docket. Once we've done the review, we transcribe it and then you'll get a copy to read and make sure you're comfortable with everything that's in it. Well, just that if there's any corrections that need to be made grammar-wise, anything like that, that you'll be able to read through it before it goes into a public docket.

You're allowed to have one representative of your choice and he can't testify for you, but if you have any questions, we can stop and you can converse about that.

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So I'm Carrie Bell. I'm the human performance investigator for the NTSB for this accident and I'm the group chairperson for the Human Performance Group. And we'll go around the room and introduce ourselves.

7

8

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10

LCDR. [REDACTED]: Hi, I'm [REDACTED] [REDACTED] and I'm with the Operations Group. I'm with the Coast Guard, but I'm with the Operations Group for this particular investigation.

11

MS. BELL: Okay.

12

13

14

MS. SERRIDGE: Melissa Serridge, Human Performance Investigation Team. Also with TOTE Services.

15

16

MR. PETERSON: Lee Peterson. I'm the TOTE party coordinator.

17

18

MS. FINSTERBUSCH: Patty Finsterbusch with TOTE Services. I'm in the Survival Group.

19

20

21

22

MR. FAWCETT: My name is Keith Fawcett. I'm a civilian marine casualty investigator with the Coast Guard. I'm also a licensed Merchant Marine officer. Very nice to meet you.

23

MS. CADORETTE-YOUNG: Nice to meet you.

24

MS. BELL: And on the phone?

25

MR. KUCHARSKI: Hi. Good morning again,

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1 everyone. My name is Mike Kucharski. I'm the major  
2 marine investigator with the NTSB and I'm the group  
3 chairman of the Nautical Operations Group.

4 MS. BELL: And Jon Furukawa may be joining  
5 us on the phone as well. He had another meeting to  
6 attend. So he might be calling in in just a little  
7 while. He is the group chairman for the Survival  
8 Factors Group for NTSB.

9 So if you have any questions when we're  
10 asking you anything, if you want us to repeat anything,  
11 please feel free to stop us. If you need a break,  
12 there are bathrooms right outside the door. We can  
13 always stop for a break if you need to or anyone needs  
14 to.

15 MS. CADORETTE-YOUNG: Okay.

16 MR. TANNER: And I'm Mike Tanner.

17 MS. BELL: I'm sorry.

18 MR. TANNER: No, that's all right. I'm Mike  
19 Tanner. My firm is Tanner Bishop here in Jacksonville.  
20 I'm the representative for Ms. Cadorette-Young.

21 MS. BELL: Apologies.

22 MR. TANNER: Not necessary.

23 MS. BELL: Okay. To get started I just want  
24 to understand a little bit more about -- what is your  
25 background in the maritime industry?

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1 MS. CADORETTE-YOUNG: I graduated from Mass.  
2 Maritime Academy in 2001 and with a third mate's  
3 license. I was a marine transportation major. I  
4 sailed for about three years straight through on survey  
5 vessels. I ended up stopping sailing for awhile doing  
6 relief jobs over a few years and worked at a oil spill  
7 response company doing response plans development and  
8 drills and exercises. As a temp I did that. And I  
9 sailed relief jobs during the -- the interim there.

10 I -- I went to -- I went back out to sea in  
11 2006 on the SBX-1, which was an IAS-operated vessel,  
12 and still is. IAS -- Interocean American Shipping is  
13 the former name of TOTE Services, so I sailed for TOTE  
14 Services basically from 2006 to 2008.

15 In 2008, I came to the TOTE family and  
16 working in the office. I became an assistant port  
17 captain with the -- my primary responsibility -- the  
18 vessels that were my primary responsibility were the  
19 ARC car carriers. And I also did safety for the rest  
20 of the fleet.

21 And in 2010, the ARC contract went away, so  
22 I got laid off in -- in the beginning of 2010, at which  
23 time I started working again as a temp with the oil  
24 spill response company doing more of the drills and  
25 exercises. And then I went back out to sea on the SBX-

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1 1 again with TOTE in January of 2011. I sailed for  
2 about three months. Then I got called to come back  
3 into the office. In 2011 I started back in the office  
4 again, in May 2011. So I've worked with TOTE for a  
5 long time. Well, for awhile.

6 And so I'm the -- I was a -- an  
7 administrative port captain when I came back into the  
8 office, responsible for doing a lot of the behind-the-  
9 scenes safety, environmental, drug testing. And then  
10 in the end of 2011 I was designated as the SBX-1 port  
11 captain because they -- the contract required a  
12 designated port captain for the SBX-1. So my primary  
13 responsibility as the -- currently is as the SBX-1 port  
14 captain with TOTE Services.

15 MS. BELL: And you said that was -- when did  
16 that happen? You were --

17 MS. CADORETTE-YOUNG: That was in the end of  
18 2011.

19 MS. BELL: Can you tell me the difference  
20 between assistant port captain and admin port captain?

21 MS. CADORETTE-YOUNG: There's -- there's not  
22 too much difference. I think it was -- assistant port  
23 captain was as the assistant port captain for the --  
24 the ARC ships, but the admin port captain was because I  
25 was a little more than just -- I -- I don't -- I'm not

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1 sure exactly. It was just a title change. And I  
2 wasn't designated for those ships, so I think that was  
3 -- that was part of what it was. I did a lot of the --  
4 the documentation and paperwork stuff, so that could be  
5 why they designated it as administrative.

6 MS. BELL: Okay. So what are some of your  
7 -- as the administrative port captain what are some of  
8 your duties? You just specifically work SBX?

9 MS. CADORETTE-YOUNG: I'm not administrative  
10 port captain. I'm the SBX-1 port captain now. I'm  
11 sorry.

12 MS. BELL: That's okay.

13 MS. CADORETTE-YOUNG: That was in 2011 I  
14 became the SBX-1 port captain. The SBX is my primary  
15 vessel that I'm responsible for, so I do the safety,  
16 environmental. I do a lot of customer interactions.  
17 It's a Government vessel, so it has a lot of strict  
18 customer requirements that we have to adhere to, along  
19 with all of the safety requirements and the general  
20 logistical things that -- that vessels need from deck  
21 side as far as them pulling into port. And it's --  
22 it's a special vessel. It's not a typical vessel, so  
23 there's -- there's certain logistical things that are  
24 required for it that are other than normal ships. So I  
25 -- I deal with that aspect of it.

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1           And -- and -- and I also have collateral  
2 duties that -- I deal with the ISM (phonetic). I do  
3 ISM audits. I do environmental compliance within the  
4 office.

5           MS. BELL: That's for all of the different  
6 --

7           MS. CADORETTE-YOUNG: For all -- all -- all  
8 of the ships, yes. I -- I -- I was assisting with  
9 that. And that's been tasked to me, that that's my --  
10 my -- one of my responsibilities is the environmental  
11 compliance. And also the drug testing. I'm  
12 responsible for that program now. I was assisting with  
13 that program for a long time, so now it's been  
14 designated to be tasked to me.

15           I'm trying to think of other things that I  
16 do. I kind of assist where necessary when it comes to  
17 deck-related items and operations-related.

18           MS. BELL: So have you done a lot of work on  
19 *El Faro*? Did you do much there?

20           MS. CADORETTE-YOUNG: I had a limited  
21 interaction with the *El Faro*. I -- I did drug testing  
22 with -- I worked with drug testing with the *El Faro*.  
23 I've done -- I did one ISM audit on the *El Faro* back in  
24 2010. But I did not interact with the *El Faro* on a  
25 regular basis. Oh, I also do the security -- SSAS

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1 testing. I'm sorry. I was trying to think. I knew  
2 there was something else. So I interact with the *El*  
3 *Faro* for SSAS testing and security drills and things of  
4 that sort as well. So I'm assistant CSO.

5 MS. BELL: So you interact with the crew on  
6 a regular basis?

7 MS. CADORETTE-YOUNG: No, the only person on  
8 board the *El Faro* that I interacted with on a somewhat  
9 regular basis would have been the captain. But I -- it  
10 -- even that was -- was limited. I've only been on  
11 board the ship once, and like I said, that was 2010.

12 MS. BELL: Okay. You've only been on board  
13 once?

14 MS. CADORETTE-YOUNG: Correct.

15 MS. BELL: Okay. And so you mentioned the  
16 ISM audit. Was there anything about that audit that  
17 was --

18 MS. CADORETTE-YOUNG: No, it was -- it -- I  
19 was he assistant auditor. It was when I was just  
20 getting back into the office in 2010, so the ops  
21 manager brought me along to kind of refresh my skill  
22 set.

23 MS. BELL: Okay. I'm going to go around the  
24 room if anybody has questions about her background  
25 before we move onto the next topic. Anyone?

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1 PARTICIPANT: No questions.

2 MR. KUCHARSKI: Yes, this is Mike Kucharski.  
3 I do.

4 MS. BELL: Okay.

5 MR. KUCHARSKI: Good morning, Ms. Young.  
6 Would you tell us what license you currently hold?

7 MS. CADORETTE-YOUNG: I currently own --  
8 hold an unlimited second mate's license.

9 MR. KUCHARSKI: Okay. And your sailing  
10 experience, what positions did you sail on those  
11 vessels? You mentioned that you were three years on  
12 survey vessels and then I believe you said for three  
13 months in 2011. So your sailing experience. In what  
14 positions did you sail?

15 MS. CADORETTE-YOUNG: Well, I -- I -- I want  
16 to correct that. I sailed for three years in the  
17 beginning of my career as third mate. I worked ashore  
18 on and off and I did some relief jobs where I sailed  
19 either as third mate or second mate. And then in 2008  
20 -- I'm sorry, in 2006 I sailed on board the SBX-1 as  
21 third mate for about a year. And then I was promoted  
22 to second mate another year. And I sailed on the SBX  
23 as both third mate and second mate. And then in 2010  
24 when I went back on the SBX, I sailed a month-and-a-  
25 half as third mate. And then I was promoted up to

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1 second mate for two months.

2 MR. KUCHARSKI: Okay. Great. And the SBX,  
3 how much of that time is actually at sea and how much  
4 -- about, and how much was in port?

5 MS. CADORETTE-YOUNG: Actually that vessel  
6 was at sea a majority of the time that I was on board.  
7 It's a semi-submersible platform that had a -- a crew  
8 boat that actually brought us out to the ship. So we  
9 spent -- almost all of my time on board that vessel was  
10 at sea.

11 MR. KUCHARSKI: Okay. Great. And during  
12 that time did you have any storm experience? Were you  
13 in any storms? Was the vessel in any storms?

14 MS. CADORETTE-YOUNG: Yes, I've been in some  
15 -- some storms on that vessel, and also on the other  
16 vessels that I sailed on.

17 MR. KUCHARSKI: Okay. Can you describe the  
18 storms?

19 MS. CADORETTE-YOUNG: Sure. On -- on one of  
20 -- actually one of the relief jobs that I worked in  
21 between the SBX and the survey vessels was on a -- an  
22 LMSR, which is a RO/RO vessel, and we were in a -- we  
23 were in a pretty significant gale going between  
24 Baltimore and Boston. We had some very heavy rolling.  
25 We actually had lost propulsion in that -- in that

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1 storm and turned broadside to the wind. So that was a  
2 pretty significant experience.

3 And then in -- on the SBX-1 we were in the  
4 North Pacific and we were in some very heavy weather in  
5 the winter in the North Pacific. I can't get too  
6 detailed because of the nature of that vessel, but it  
7 was very, very significant weather that we were in on  
8 board that weather.

9 MR. KUCHARSKI: Okay. And you were sailing  
10 as third mate or second mate on the vessel?

11 MS. CADORETTE-YOUNG: I was third mate when  
12 I was the SBX. I was second mate when I was on the  
13 LMSR that I experienced the loss of propulsion.

14 MR. KUCHARSKI: Okay. And with your  
15 experience, has any been in cargo, in commercial cargo  
16 operation?

17 MS. CADORETTE-YOUNG: Unfortunately I really  
18 never dealt with cargo. I was -- I was on mostly  
19 specialty vessels. When I was the ARC port captain I  
20 did some administrative cargo things with lashing gear  
21 inventories and things of that sort, but I never  
22 handled cargo myself or did any cargo planning.

23 MR. KUCHARSKI: Okay. Thank you. Thank you  
24 very much.

25 MS. BELL: One of the other questions I had

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1 related to your collateral duties. I think I heard in  
2 an interview last month that you were on the emergency  
3 response team.

4 MS. CADORETTE-YOUNG: Yes, I am. I -- I am  
5 on the emergency response team.

6 MS. BELL: Okay.

7 MS. CADORETTE-YOUNG: I -- I don't -- I -- I  
8 don't consider that a collateral duty. I think that's  
9 an important part for everybody in the -- in the Ops  
10 Department. So it's -- that's not -- that's something  
11 that I would expect to have been on was the emergency  
12 response team.

13 MS. BELL: Okay. And can you describe that  
14 in just brief detail?

15 MS. CADORETTE-YOUNG: The emergency response  
16 team -- we have an emergency response team manual which  
17 has listings of contacts that we would need in -- in  
18 various emergencies. The ships all have one call-in  
19 number, and of course backup cell phone numbers. But  
20 they have one call-in number that they call, and it  
21 goes to an answering service. The answering service  
22 then sends out a text message that's on the emergency  
23 response team and also starts to call down a list.  
24 They have a list of -- of people that they call down.  
25 First person on the list is John Lawrence.

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1 So he receives most of the calls. Once the first  
2 person on the ERT is contacted, the -- the answering  
3 service sends out a text message saying that the person  
4 has the call, or the person who receives the call then  
5 would send a text message, one way or the other. So it  
6 sends a text message saying that they have the call.  
7 And then the other people on the ERT can step back and  
8 breathe a sigh of relief that someone has the call and  
9 stand by for that person who has the call to contact  
10 them, if they need -- if they need assistance. The  
11 person who is handling the call will send a general  
12 update with what's going on and advise everyone as to  
13 what is needed.

14 MS. BELL: So do you have drills for that?

15 MS. CADORETTE-YOUNG: We do. We have -- we  
16 have drills, annual security and emergency drills with  
17 each of the vessels that we undergo where we -- we have  
18 them call into that number and -- and then somebody --  
19 it's sort of a table top exercise. The ship is -- is  
20 undergoing a drill or an actual -- they're actually  
21 physically doing the drill part and then the people in  
22 the office would do the table top exercise of -- of  
23 making notifications and things of that sort, depending  
24 upon the -- the circumstance of the exercise.

25 MS. BELL: So they're scheduled --

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1 MS. CADORETTE-YOUNG: They're -- they are --

2 MS. BELL: -- and everyone knows they're

3 happening?

4 MS. CADORETTE-YOUNG: -- they are usually

5 scheduled, yes.

6 MS. BELL: Okay.

7 MS. CADORETTE-YOUNG: The -- the -- the --

8 the call-in number is also occasionally called to test

9 to make sure that the answering service is following

10 the script and following the procedure so that we get

11 the calls.

12 MS. BELL: Do you know what happens if -- if

13 someone calls the answering service and you're not

14 happy with the way the response came through, is there

15 any kind of --

16 MS. CADORETTE-YOUNG: Yes, John --

17 MS. BELL: -- ramification?

18 MS. CADORETTE-YOUNG: -- John will contact

19 the answering service and -- and follow up with them

20 and revisit the process with them to make sure that

21 everyone is -- is -- is retrained --

22 MS. BELL: Okay.

23 MS. CADORETTE-YOUNG: -- if there is any --

24 an issue in the -- in the past if there's ever been an

25 issue.

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1 MS. BELL: Okay. So specifically the day  
2 that the call in from Captain Davidson and John  
3 Lawrence received that call, did you get a text message  
4 or a phone call?

5 MS. CADORETTE-YOUNG: I did. I got the text  
6 message. I actually wrote down a time line because I  
7 figured that was something that was going to be asked.

8 MS. BELL: Oh, okay. Great.

9 MS. CADORETTE-YOUNG: I got the text message  
10 at 7:04. At -- at 7:07 I got a message that the call  
11 was dispatched to John Lawrence. And then we -- we  
12 received a SSAS message in between. When we got the  
13 SSAS message I texted John to ask him if he needed me  
14 to do anything, because that kind of put up a red flag  
15 for me. The SSAS also gets sent to -- a text message  
16 to our phone and to an email. These ERT calls also go  
17 to email as well. So they go to email, text -- and  
18 text message.

19 MS. BELL: So you said -- I'm sorry. I  
20 don't mean to interrupt. You said you received the  
21 SSAS message?

22 MS. CADORETTE-YOUNG: Received the SSAS  
23 message at 7:15. Actually, I received the text at  
24 7:17, but the message itself said that it was sent at  
25 7:15. I called -- I texted John at 7:19 and asked him

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1 if he needed me to do anything and he told me that he  
2 had it. So I just continued to get ready for work and  
3 came into the office.

4 MS. BELL: Okay. Do you have a detailed  
5 timeline that you would be willing to share with us? I  
6 mean, make a copy or something like that. Would you be  
7 all right --

8 MS. CADORETTE-YOUNG: This is -- I just  
9 wrote this down. I mean, I can look through my emails  
10 and my phone, my text messages and -- and write stuff  
11 down for what I received, if that's what you'd like.

12 MS. BELL: That would be great if you could  
13 do that.

14 MS. CADORETTE-YOUNG: I can do that.

15 MS. BELL: Thank you. So I will go with  
16 this time -- I don't know if you have more for the  
17 timeline.

18 MS. CADORETTE-YOUNG: I don't have too much  
19 more for the timeline. I wasn't writing stuff down as  
20 I went, so I just looked back at my text messages when  
21 I was asked to come in here just so that I knew that I  
22 had that general information.

23 MS. BELL: Okay. So I want to get to some  
24 of the details about that day, but I've got a couple  
25 other questions just --

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1 MS. CADORETTE-YOUNG: Yes.

2 MS. BELL: -- in terms of how you were hired  
3 and things like that --

4 MS. CADORETTE-YOUNG: Okay.

5 MS. BELL: -- that I just want to go through  
6 real -- kind of beforehand.

7 MS. CADORETTE-YOUNG: Okay.

8 MS. BELL: So you were hired in 2006, right?

9 MS. CADORETTE-YOUNG: Correct, I was.

10 MS. BELL: Did you have to go through some  
11 kind of an interview process?

12 MS. CADORETTE-YOUNG: I did. I was -- I was  
13 actually on board the ship when I saw the job posting  
14 and I contacted the HR manager and she -- I came in for  
15 an interview. I interviewed with Carl Costiglioni  
16 (phonetic), who was the -- in charge of the ARC Program  
17 at the -- during that time. I interviewed with him. I  
18 interviewed with Lydia Bianccini (phonetic), who was  
19 also the HR manager.

20 After the first interview I came in a -- I  
21 believe a week before I actually started and I -- I met  
22 with the vice-president of human resources and chatted  
23 with him for awhile. And then I met with the  
24 operations -- operations manager, who kind of went  
25 through my ISM responsibilities and -- and general

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1 instruction as to how the ISM system worked.

2 I actually went with -- went -- went with  
3 him to one of the ships, because the ship -- one of the  
4 ships was coming in, and -- and walked through an audit  
5 with him as well as -- not as part of the interview  
6 process, but in the very beginning of me -- me coming  
7 into the office. So I don't know, that's kind of been  
8 the general process.

9 I mean, I also worked in the -- in -- on  
10 board the ship as a union member, so they were familiar  
11 with -- with me and I was familiar with the ISM system  
12 from the working aspect of it, from the -- from the --  
13 the user on the -- on board the ship.

14 MS. BELL: Okay. So do you have regular  
15 performance evaluations?

16 MS. CADORETTE-YOUNG: We do have regular  
17 performance evaluations that are sent out to our  
18 supervisor through -- it used to be through a program  
19 called UltiPro. I don't know that they're still using  
20 that program. So they do regular -- annually I believe  
21 they do a eval for everyone in the office.

22 MS. BELL: And do you sit down with your  
23 supervisor and go through --

24 MS. CADORETTE-YOUNG: It's -- it's a online  
25 -- it's kind of an online process and you go through

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1 and -- and you self-assess yourself. And then your  
2 supervisor assesses you. And then you review it. And  
3 then you can discuss it with your supervisor, if -- if  
4 you feel the need to.

5 MS. BELL: Okay. So who is your direct  
6 supervisor?

7 MS. CADORETTE-YOUNG: My direct supervisor  
8 is Todd Malloy (phonetic). He's the program manager  
9 for the SBX-1, because I'm assigned to the SBX-1. I  
10 work in that group.

11 MS. BELL: Okay. And he's with TOTE, right?

12 MS. CADORETTE-YOUNG: He's with TOTE.

13 MS. BELL: TOTE Services?

14 MS. CADORETTE-YOUNG: TOTE Services,  
15 correct.

16 MS. BELL: Okay. And who do you work with  
17 on a daily basis?

18 MS. CADORETTE-YOUNG: On a daily basis I  
19 work very closely with Dennis O'Meara (phonetic), who  
20 is the ship director for MSC (phonetic) vessels. And I  
21 work -- I interact and work with Patty and John on a  
22 regular basis since I deal with safety stuff. And I of  
23 course work with the ship and I work with Todd Malloy.  
24 Tony Lindsay (phonetic) is the port engineer for the  
25 SBX. And John Wickham (phonetic) is the buyer. So I

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1 work very closely with the people that I -- you know, I  
2 -- that are assigned to my vessel.

3 MS. BELL: Yes.

4 MS. CADORETTE-YOUNG: I -- I work with -- I  
5 work with them. They are there in the Tukwila office,  
6 so I work with them remotely, more via phone than face  
7 to face. But Dennis O'Meara and I sit right next to  
8 each other and work very closely during the course of  
9 the day.

10 MS. BELL: Okay. And so you work with Patty  
11 and John Lawrence as well. So what is your interaction  
12 with them?

13 MS. CADORETTE-YOUNG: Mostly safety-related  
14 items. I -- I -- as I said, I have collateral duties  
15 where I -- I help out with ISM audits and safety things  
16 and the environmental and the security. So I interact  
17 with them with those -- with those items.

18 MS. BELL: So if there is a safety issue or  
19 something like that --

20 MS. CADORETTE-YOUNG: Correct.

21 MS. BELL: -- you take it to them?

22 MS. CADORETTE-YOUNG: Yes, if there's a  
23 safety issue, I take it to them and we'll discuss any  
24 issues that come -- come up on -- on different ships  
25 kind of for more input. We all kind of work as a

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1 pretty good team in the office, so we all have an open  
2 -- open line of communication when it comes to safety  
3 issues and -- and with any -- any issues like that.  
4 Anything that would affect the whole fleet, we always  
5 discuss with each other so that everyone knows what's  
6 going on.

7 MS. BELL: Okay. So if there's a complaint  
8 or something related to safety would that come to you?  
9 Would that go to Patty or --

10 MS. CADORETTE-YOUNG: It's supposed to go to  
11 John Lawrence, who's the designated person ashore. If  
12 -- if someone had contacted me, then I would of course  
13 bring it to John. Since I work so closely with the  
14 SBX, the crew will contact me oftentimes because they  
15 -- they know me fairly well and I sailed with a lot of  
16 them.

17 MS. BELL: Yes.

18 MS. CADORETTE-YOUNG: But I -- usually it  
19 would be brought to John. It's supposed to go to John,  
20 but it always -- you know, if it was -- it was to go to  
21 a port engineer or something along those lines, it  
22 would end up being discussed with John and Patty.

23 MS. BELL: Okay. And you said that you've  
24 worked with some of the guys that are on the ship. And  
25 you didn't work much with the *El Faro* crew?

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1 MS. CADORETTE-YOUNG: I did not. And I  
2 didn't -- I never had the opportunity to sail with  
3 anyone who was on board either, and I didn't really  
4 interact with anyone on a -- on a personal basis or  
5 really other than, you know, like I said, Captain  
6 Davidson, who I interacted with for limited things.

7 MS. BELL: Yes. Okay. So is there anything  
8 about Captain Davidson that you can recall? Was he  
9 well liked? Anything like that that you might know  
10 about?

11 MS. CADORETTE-YOUNG: I -- I -- I had  
12 limited interaction with him. From my own -- my own  
13 personal and professional interactions with him, he was  
14 always very professional. He was always very  
15 responsive. I always had a pleasant conversation with  
16 him. I -- I haven't heard from anyone else anything  
17 negative or to the contrary. He was -- he was -- he  
18 wasn't a captain that I -- if I got a call from him, I  
19 wasn't like, ugh, what's he going to ask? He was -- he  
20 was a good -- he was a good guy that I interacted with  
21 on -- in a -- in a pleasant professional manner.

22 MS. BELL: Okay.

23 MS. CADORETTE-YOUNG: But as far as anyone  
24 else's opinion of him, I really -- I really can't speak  
25 to that at all.



1 MS. BELL: Okay. Thank you. We talked a  
2 little bit about safety. Do you know of any concerns  
3 with safety related to the *El Faro*?

4 MS. CADORETTE-YOUNG: I -- I don't know of  
5 any safety concerns related to the *El Faro*. We have  
6 regular safety meetings where we discuss near misses  
7 and -- and any incidents or accidents on board, but I  
8 -- nothing stands out in my head as any safety issue  
9 with the *El Faro*, no.

10 MS. BELL: And you said regular safety  
11 meetings. How often were those conducted?

12 MS. CADORETTE-YOUNG: We have quarterly  
13 safety meetings that are done with -- by the Safety  
14 Committee and with the ships in the -- in the office.  
15 And then the ships have monthly, I believe, safety  
16 meetings that they conduct on board.

17 MS. BELL: And you're not a part of that,  
18 right, of the on-board --

19 MS. CADORETTE-YOUNG: I'm not a part of the  
20 on-board.

21 MS. BELL: Okay.

22 MS. CADORETTE-YOUNG: No, but they -- they  
23 send their safety meeting minutes in to the office and  
24 they're reviewed by John and Patty.

25 MS. BELL: Okay. Do you review those as

1 well?

2 MS. CADORETTE-YOUNG: I will look at the SBX  
3 safety --

4 MS. BELL: Okay.

5 MS. CADORETTE-YOUNG: -- meeting minutes  
6 when they send them in, but that's -- that's my vessel  
7 responsibility.

8 MS. BELL: Okay. Any questions related to  
9 safety that anyone wants to --

10 MR. KUCHARSKI: This is Mike Kucharski.

11 MS. BELL: Go ahead. Go ahead, Mike.

12 MR. KUCHARSKI: Hi again, Ms. Young. So I  
13 understand clearly, when you talked about your roles  
14 and responsibilities, the safety-related and deck  
15 items, those types of items, those were pretty much  
16 limited to the SBX vessel?

17 MS. CADORETTE-YOUNG: No, my -- my -- I'm on  
18 the Safety Committee, so I'm involved with the review  
19 of -- of the -- the incidences and near misses, and we  
20 all interact and we all kind of work together with  
21 safety items. I do the ISM audits, which is a big  
22 safety factor, on -- on -- on ships other than the SBX  
23 as well. The SBX is just my primary vessel. It's my  
24 primary vessel of responsibility. But we all work  
25 together as -- as a -- as a team in the office as far

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1 as any -- any safety concerns. We discuss it amongst  
2 ourselves to make sure that everyone's aware of what's  
3 going on and we all have input toward it.

4 MR. KUCHARSKI: Okay. Great. Then so the  
5 captain on the *El Faro*; the *El Yunque* had a safety  
6 problem, would he come to you with it?

7 MS. CADORETTE-YOUNG: No. Well, he -- he  
8 could potentially come to me if -- if -- if it was  
9 something that was discussed in -- in -- in -- in -- in  
10 the interim of speaking about something else. Or, I'm  
11 also on -- we have an ops distribution list in our  
12 email, so if he sent that safety concern to the ops  
13 email, then I would be in the loop on that as well.  
14 But I -- he -- he wouldn't come directly to me for a  
15 safety instance unless it was something related to the  
16 ERT or along those lines.

17 MS. BELL: Okay. Great. And the ERT, along  
18 those lines earlier you were asked if you had any  
19 direct contact with the crew on the *El Faro* and you  
20 mentioned that the only interface you basically had was  
21 with the master. What exactly then did you interface  
22 with the master on the *El Faro*?

23 MS. CADORETTE-YOUNG: With the -- on the *El*  
24 *Faro*?

25 MR. KUCHARSKI: Yes.

1 MS. CADORETTE-YOUNG: I -- I would interface  
2 with him regarding the -- the SSAS testing. I -- I  
3 usually coordinated the emergency and security drills  
4 and exercises. I also -- and the drug test, drug --  
5 drug and alcohol program administrator, so I interacted  
6 with him for drug testing purposes. So it was -- it  
7 was on a -- on a fairly limited basis that I interacted  
8 with the -- the captain on the *El Faro*.

9 MR. KUCHARSKI: Okay. Great. And you said  
10 you were on the *El Faro* once --

11 MS. CADORETTE-YOUNG: Correct, that was --

12 MR. KUCHARSKI: -- is that correct?

13 MS. CADORETTE-YOUNG: Yes, in 2011, I  
14 believe. I think I misspoke earlier and said 2010, but  
15 I think it was 2011 that I was on there, because that  
16 was when I had come back into the office.

17 MR. KUCHARSKI: Okay. Great. And what did  
18 you do on there? What was the nature of your visit?

19 MS. CADORETTE-YOUNG: I was the assistant  
20 internal auditor. So the operations manager was the  
21 lead auditor and I was the assistant internal auditor.  
22 He had brought me out there so that I could -- the  
23 vessel was in Philadelphia and we were up in the New  
24 Jersey office at the time, so he brought me out to the  
25 ship in order to kind of refresh my auditing skills

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1 since I hadn't -- hadn't done an audit in a while.

2 MR. KUCHARSKI: Okay. And who was the  
3 actual auditor then, the lead auditor?

4 MS. CADORETTE-YOUNG: It was the operations  
5 manager, Harry Rogers (phonetic). He's no longer with  
6 the company.

7 MR. KUCHARSKI: And can you tell us what the  
8 audit entailed?

9 MS. CADORETTE-YOUNG: It was a I -- ISM  
10 audit. We went through policies, procedures, did walk-  
11 around of the vessel, walked through the engine room.  
12 We went through documentation. We had interviews with  
13 various members of the crew, the chief engineer, the  
14 chief steward. We just followed a -- a typical audit  
15 procedure, which would be meeting with the captain,  
16 meeting with the -- the senior officers and then  
17 meeting with various people, doing spot checks on post-  
18 ops safety, safety items, spot checks on the -- the  
19 station bill, things of that sort, making sure that the  
20 crew was familiar with what -- what -- what they're  
21 supposed to do, generally.

22 MR. KUCHARSKI: Okay. And was that a full  
23 crew on there?

24 MS. CADORETTE-YOUNG: There was a full crew  
25 at the time, yes.

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1 MR. KUCHARSKI: Okay. And besides looking  
2 at safety postings and station bills, things like that,  
3 did you go out and spot check any of the equipment out  
4 there on deck?

5 MS. CADORETTE-YOUNG: Yes, we -- we did a --  
6 we walked through the -- walked through, did a tour of  
7 the deck and -- and we also were up on the bridge and  
8 did a -- a bridge inspection. Not a bridge inspection  
9 to the extent of a -- what a -- a -- a equipment  
10 inspector would do, but we -- we checked log books and  
11 charts and -- and discussed with the -- the mates the  
12 equipment that was on board the bridge.

13 MR. KUCHARSKI: Okay. And then what was the  
14 total time of the inspection?

15 MS. CADORETTE-YOUNG: I'm sorry. Can you  
16 repeat that?

17 MR. KUCHARSKI: The total time on board for  
18 the actual audit.

19 MS. CADORETTE-YOUNG: I -- it was -- it was  
20 a while ago, but I believe it was -- it was a majority  
21 of the day. We got there early in the morning. We  
22 went through lunch and we left in the afternoon, I  
23 believe, prior to the vessel sailing. But it was -- I  
24 mean, it was 2011, so I can't say exactly. And I've  
25 done other audits. I can't say exactly how long that

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1 particular audit took.

2 MR. KUCHARSKI: Great. You mentioned also  
3 that you participated, or did you -- did I understand  
4 that you led any of the table-top-type exercises,  
5 emergency response exercises?

6 MS. CADORETTE-YOUNG: Yes.

7 MR. KUCHARSKI: Great. And were any of  
8 those collision or allision incidents?

9 MS. CADORETTE-YOUNG: Over the last -- I'm  
10 trying to think back. In -- in many cases we provided  
11 a scenario to the ship that we wanted them to generally  
12 adhere to. In recent years we allowed the vessels to  
13 -- oh, wait. Are you saying the table top exercises  
14 that I performed with TOTE Services or those that I  
15 performed when I was working for -- on the oil spill  
16 response company?

17 MR. KUCHARSKI: No, TOTE Services.

18 MS. CADORETTE-YOUNG: Okay. TOTE Services.

19 MR. KUCHARSKI: So in other words,  
20 collisions, allisions, floodings. Were any of the  
21 table tops that you did while you were at TOTE Services  
22 -- I think Captain Lawrence testified that you led one  
23 of those exercises, table top. Can you tell us about  
24 that, the exercises, if there were any collision,  
25 allision, groundings, floodings, or where they pretty

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1 much spill- response-type drills?

2 MS. CADORETTE-YOUNG: Oh, no, they weren't  
3 spill-response-type drills. Many of them were --  
4 actually we do a -- a -- a combination security and  
5 emergency drill. So in -- in many of those exercises  
6 it's a scenario where there's a security incident that  
7 results in an emergency situation. So in some of those  
8 there were potential bombs that would cause damage and  
9 things of that sort, or fires and things of that --  
10 things like that. Collisions, I -- I am not sure that  
11 we have -- that we did a collision or an allision  
12 exercise.

13 MR. KUCHARSKI: And how about flooding?

14 MS. CADORETTE-YOUNG: Flooding, I -- I  
15 really had -- I'd have to look back at my records and  
16 look at the drill records and see if -- if that was  
17 done, but I -- I -- I -- I'm sure in some of the  
18 instances we've done flooding, but not necessarily with  
19 the -- the *El Faro* drills that we've done.

20 MR. KUCHARSKI: Okay. And when you look at  
21 these flooding incidents, was the stability looked at  
22 right there in the office? Were they plugging in  
23 stability for the vessel and where were you getting  
24 that information from?

25 MS. CADORETTE-YOUNG: No, I can't speak to

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1 that. I -- I don't -- I don't -- we didn't do  
2 stability calculations and things of that sort for any  
3 of those drills.

4 MR. KUCHARSKI: Okay. And did class or flag  
5 participate in -- flag being Coast Guard -- flag, state  
6 or class, being VBS (phonetic), did they participate in  
7 those drills?

8 MS. CADORETTE-YOUNG: No.

9 MR. KUCHARSKI: Okay. And --

10 MS. CADORETTE-YOUNG: They were most in-  
11 house exercises.

12 MR. KUCHARSKI: Sorry.

13 MS. CADORETTE-YOUNG: They were mostly in-  
14 house exercises.

15 MR. KUCHARSKI: Okay. Great. And your  
16 exact role in the emergency response team? Could you  
17 tell us what the exact role is?

18 MS. CADORETTE-YOUNG: I am on the emergency  
19 response team. I am one of the people that is a point  
20 of contact who would receive a call as they call down  
21 the list. My role would be to answer the call and to  
22 respond to it as best as I can and to get assistance if  
23 I needed that assistance. I'd also make notifications  
24 to parties that needed to be notified and to anyone who  
25 we would need to notify -- to -- to assist. I'm -- I'm

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1 -- the ERT is -- it's kind of -- it's -- it's an  
2 emergency response, so each emergency is -- is somewhat  
3 different. So my role would be different depending  
4 upon the emergency and depending upon the -- the  
5 situation.

6 MR. KUCHARSKI: Okay. Great. And last  
7 question on this line, was anybody in the emergency  
8 response team assigned any stability roles?

9 MS. CADORETTE-YOUNG: During this incident?  
10 I don't know, because I -- I wasn't involved in all  
11 facets of the emergency response.

12 MR. KUCHARSKI: Not this incident. In any  
13 of the incidents that you participated in in the  
14 drills. Is there anybody that's assigned --

15 MS. CADORETTE-YOUNG: In the drills?

16 MR. KUCHARSKI: Yes. Yes.

17 MS. CADORETTE-YOUNG: In the -- in the  
18 drills, no. I think I -- I think I already -- we  
19 didn't do any stability stuff in the drills.

20 MR. KUCHARSKI: Okay. Thank you very much.

21 MS. BELL: This is Carrie again. Related to  
22 the scenarios, you mentioned you have drill logs, drill  
23 records for those?

24 MS. CADORETTE-YOUNG: Yes.

25 MS. BELL: I don't know that we've asked for

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1 those, but we might --

2 PARTICIPANT: I don't believe we have.

3 MS. BELL: Just so you know, we might  
4 request those records.

5 MS. CADORETTE-YOUNG: Okay.

6 MS. BELL: Do you have a set of scenarios  
7 that you use regularly that relate to different kinds  
8 of emergencies? You mentioned security-related and  
9 things like that.

10 MS. CADORETTE-YOUNG: For -- for most  
11 scenarios that we -- that we sent out, we -- in the  
12 past I would sit with the ops manager and we would  
13 discuss ideas of different things that we could do. We  
14 usually try to -- for the emergency and security  
15 scenarios we try to take -- we try to make sure that  
16 the junior officers have an opportunity to know what  
17 they're supposed to do in those urgent situations as  
18 well. So we take the captain out of the scenario in  
19 many cases so that he can observe how the crew is -- is  
20 interacting. And the notifications would oftentimes  
21 come from a second mate or a third mate so that we  
22 could -- so that they could get training also in making  
23 notifications in case the captain was some how  
24 incapacitated. So that's -- that's one -- one -- one  
25 key thing that we've -- we've kind of incorporated into

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1 a lot of our emergency drills.

2           There's always some sort of a security -- a  
3 -- a security factor that's incorporated, and then --  
4 and then there's some emergency, whether it be a fire,  
5 man overboard, a bomb threat, something -- something of  
6 that -- that -- and usually in security instances if  
7 there's going to be a -- an emergency resulting from  
8 it, it would -- it would in many cases include some  
9 sort of bad -- I don't -- I'm sorry, I don't know if  
10 the words -- some sort of a fire or -- or something of  
11 those -- of those lines is -- is oftentimes what was  
12 incorporated in those drills, or exercises.

13           MS. BELL: Okay. And have you ever been  
14 involved in any non-drill-related emergency while  
15 you've been on the emergency response team?

16           MS. CADORETTE-YOUNG: I have been involved  
17 in -- in an oil spill where I was part of the -- the --  
18 the response for that. I -- I -- I -- I have been  
19 involved in -- not -- it depends on the significance  
20 you want to put the things, but, yes, we've had ships  
21 that have lost -- have had -- have had mechanical  
22 issues, let's say, and they will call us on the  
23 emergency, because that's one of the processes. They  
24 contact us when they have something happen.

25           MS. BELL: Yes.

1 MS. CADORETTE-YOUNG: So they'll call. And  
2 I've had to help them with notifications and things of  
3 that sort. Medical emergencies. I've responded to  
4 medevacs and things of that sort as well.

5 MS. BELL: So your category of emergencies,  
6 you said there are various emergencies, the nature of  
7 the emergency. Do you have a set of categories that  
8 related to different types of emergencies? You know,  
9 oil spill would be one and just different -- this is a  
10 higher priority emergency than this might be. Do you  
11 have like a list of how those are categorized?

12 MS. CADORETTE-YOUNG: Well, some -- the  
13 emergency call number is used when -- when there's  
14 anything that would -- would -- would require the ship  
15 to -- to submit a 2692 or to -- to -- to let us know  
16 the situation before it becomes more severe. So if  
17 there was -- if there was something that happened on  
18 board a ship that was, hey, we're letting you know that  
19 we had this -- I'm trying to -- I'm trying to think of  
20 -- of something that would be a -- a simple thing that  
21 had been mitigated. A guy cut his hand and we provided  
22 first aid and we're letting you know. I mean, that --  
23 that kind of is -- is taking care of pretty quickly.  
24 They -- then they can tell the ship to make the  
25 notification to the Coast Guard, fill out the forms and

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1 do all the process, and the guy is safe.

2           When it's something where there's  
3 potentially a fire that's ongoing, I mean, that's  
4 obviously a -- a bigger --

5           MS. BELL: Yes.

6           MS. CADORETTE-YOUNG: -- class. So I think  
7 it's -- it's all relative to what's going on on board  
8 and -- and how -- yes, I mean, there is a level, but I  
9 don't know that there's a defined level of what is a  
10 more significant --

11          MS. BELL: Yes.

12          MS. CADORETTE-YOUNG: -- significance is  
13 somewhat relative.

14          MS. BELL: I guess what I'm thinking of is  
15 the call center. They're the ones who route the calls,  
16 so if they don't know much of an emergency --

17          MS. CADORETTE-YOUNG: Oh.

18          MS. BELL: -- it is, how does that get  
19 routed?

20          MS. CADORETTE-YOUNG: The -- the call center  
21 is -- is this a marine emergency? If there's an  
22 emergency, the captain hits the -- tells them, yes,  
23 there's -- this is an emergency, and they route it to  
24 us automatically. That's -- that's what they've been  
25 instructed to do. If -- if -- and the captains know

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1 that if it's something that is reported, that needs to  
2 be reported and he -- he needs to speak to a person,  
3 then they say this is an emergency. And -- and so, it  
4 -- the call center is not designating the significance  
5 of the emergency. The ERT is. So whomever receives  
6 that call is the one who's -- who's handling -- all the  
7 call center does is receive the call and pass it along  
8 to the person who's capable of responding to it, which  
9 is someone who works in our office, which would be John  
10 Lawrence or myself, or Patty or Lee.

11 MS. BELL: Yes.

12 MS. CADORETTE-YOUNG: So different people  
13 that are in -- in that -- on the ERT would be the ones  
14 who would respond to it. So the emergency is not  
15 designated by the call center. It's designated by the  
16 captain who -- or whomever is calling that says it's an  
17 emergency and then it's passed along to who is supposed  
18 to handle it.

19 MS. BELL: Yes.

20 MS. CADORETTE-YOUNG: And they don't decide  
21 who handles it. They send it to John Lawrence and then  
22 he decides how significant that -- that response is.  
23 If he can -- if he can handle it himself, he'll handle  
24 it himself, but he'll let everyone on the team know  
25 that he's handling it.

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1 MS. BELL: Yes.

2 MS. CADORETTE-YOUNG: And then -- and then  
3 they ramp up the ERT as the significance becomes bigger  
4 and he notifies who needs to be notified.

5 MS. BELL: Okay.

6 (Phone line signaling a party joining the  
7 call)

8 MR. FURUKAWA: John Furukawa.

9 MS. BELL: Hi, John.

10 MR. FURUKAWA: Hi, Carrie.

11 MS. BELL: So the reason I was asking that  
12 specifically about how it was routed was if I recall  
13 during the phone call that was made by Captain Davidson  
14 there was a hold, they were put on hold. And then  
15 there were a lot of questions asked prior to him being  
16 transferred to John Lawrence. And if they knew what  
17 kind of an emergency it was -- it seems like there was  
18 a quite a delay, just in listening to it, that he was  
19 hoping that they would just hurry up and get him passed  
20 on to John Lawrence, but they were asking questions  
21 about what the ship name was, how do you spell that?  
22 So I'm just curious.

23 MS. CADORETTE-YOUNG: I think that's -- that  
24 -- I believe that that's probably more to provide  
25 initial information so that we know that it's the

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1 captain of the *El Faro* calling and that we know that we  
2 have a callback number that we can reach that person  
3 at. So there's general information that they -- that  
4 they pass along to make sure that everyone knows. In  
5 case the phone for some reason gets disconnected, they  
6 have to know who they have to call back.

7 MS. BELL: Yes.

8 MS. CADORETTE-YOUNG: And so that's -- I'm  
9 not sure. I didn't hear that transcript or what --  
10 what the -- what the answering service responded, but I  
11 can say that I believe that that's what the -- the --  
12 the script is probably set up to do, is to just have  
13 general information to be able to pass that along to  
14 the people who have to respond in case there is a  
15 disconnection of some sort.

16 MS. BELL: Yes.

17 MS. CADORETTE-YOUNG: I mean, in this case  
18 it was -- it ended up starting -- it was the loss -- we  
19 lost communication, so if it we don't have that initial  
20 information, and they said, oh, there was an emergency,  
21 then we wouldn't be able to -- to determine what vessel  
22 or what -- what -- who we needed to contact, who we  
23 needed to get a hold of. So that's why they ask those  
24 initial questions.

25 MS. BELL: Yes.

1 MS. CADORETTE-YOUNG: And then they pass it  
2 along to who is the -- the emergency response team. So  
3 I -- I -- I can't speak to the answering service, but  
4 that's the reason why those questions are asked.

5 MS. BELL: Yes. So as part of the emergency  
6 response team would you be involved in going back and  
7 listening to how the emergency was handled and possibly  
8 making changes or doing training with the team that  
9 answers the phone just to improve the service? Would  
10 that be something you would do as part of the emergency  
11 response team?

12 MS. CADORETTE-YOUNG: I would -- if -- if a  
13 captain told me they had an issue on the line, then  
14 they -- I would speak to John Lawrence about it, and  
15 he's the -- the point of contact with -- with the  
16 answering service and he would then address it.

17 MR. FAWCETT: Carrie, can I ask a follow-up?

18 MS. BELL: Sure.

19 MR. FAWCETT: Yes, Keith Fawcett with the  
20 Coast Guard. Eunice, talking about the emergency  
21 response team there were a couple of things that came  
22 up when we spoke to Captain Lawrence about this  
23 distress call or the call that Captain Davidson made,  
24 and one of the things that puzzled us was that Captain  
25 Lawrence didn't indicate that he thought the vessel was

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1 in distress. When from your point of view did you  
2 consider the *El Faro* in distress?

3 MS. CADORETTE-YOUNG: I wasn't on the call,  
4 so I can't -- I -- I wasn't on that call, so it's --  
5 it's hard for me to say that I know when the vessel was  
6 in distress, or that I had the same information that  
7 John Lawrence had in the very beginning. I received a  
8 text message that said the captain -- to call the  
9 captain on the *El Faro*. And then John said he had the  
10 call. And then I received the SSAS message.

11 When I saw the SSAS message, it concerned me  
12 because that chain of events -- if -- if the captain --  
13 if there's a call from the captain and then there was  
14 an SSAS message, my mind was going to it being a  
15 security alert. So I saw -- well, is this a security  
16 issue? What's going on? Knowing where the vessel was,  
17 I -- I -- I -- I just put something together that there  
18 was something going on. So at that time I thought  
19 there was something going on, but I didn't know the  
20 details of what exactly was going on at that time at  
21 7:00 in the morning.

22 So I can't -- I -- I -- I -- when did I  
23 think the vessel was in distress? I think probably  
24 when someone told me that we didn't have communication  
25 with them is when it registered in my mind that there

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1 was -- this was -- this was a real serious problem.

2 MR. FAWCETT: Okay. And then when did you  
3 somebody at TOTE say the vessel's in distress? When  
4 did it officially enter the distress phase?

5 MS. CADORETTE-YOUNG: I'm trying to think  
6 back to the -- to the day itself, so I would say the --  
7 the distress phase, I -- I don't know that we used that  
8 -- that term initially.

9 MR. FAWCETT: Yes.

10 MS. CADORETTE-YOUNG: We were approaching it  
11 as the vessel was in a storm. We had heard that they  
12 were having trouble and they lost communication. So my  
13 -- I -- I -- I was tasked to try and communicate with  
14 the ship, and -- and so that was -- that was part of  
15 how I processed it, was I was tasked to try and gain  
16 communication with the ship.

17 So I think everyone knew that it was a very  
18 serious situation, but I don't know when it -- I don't  
19 know when it registered that it was a -- a -- a -- I  
20 don't know. I -- I really can't answer it. I guess  
21 that's -- that's the most fair answer. That's -- I --  
22 I don't know.

23 MR. FAWCETT: Okay. So --

24 MS. CADORETTE-YOUNG: We -- we all got  
25 together and we all started tracking everything and

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1 trying to contact the vessel and go through the whole  
2 process of -- of checking all the balances and making  
3 sure we had an idea where the vessel was and contacting  
4 everything -- everyone. But we didn't -- we don't get  
5 the distress alert. We just got -- we got an SSAS  
6 alert. So -- and that's just because of the way that  
7 that alert system is set up. But we don't -- we don't  
8 see the distress -- and if they push the button.

9 MR. FAWCETT: Yes.

10 MS. CADORETTE-YOUNG: So as -- as more  
11 information came in, then I think that that was  
12 probably as people really realized it. But I mean, we  
13 knew it was a -- it was a serious situation.

14 MR. FAWCETT: Okay. And then in other  
15 testimony -- you worked with the TOTE office itself?

16 MS. CADORETTE-YOUNG: Yes, I work in the  
17 TOTES -- TOTE Services office.

18 MR. FAWCETT: Okay. Right over here across  
19 the street?

20 MS. CADORETTE-YOUNG: Correct.

21 MR. FAWCETT: And we've had it described as  
22 kind of an open --

23 MS. CADORETTE-YOUNG: Yes, it's --

24 MR. FAWCETT: -- office where everybody can  
25 call for help from one another?

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1 MS. CADORETTE-YOUNG: Right, it's an open  
2 floor plan, yes.

3 MR. FAWCETT: Okay. And talking about the  
4 emergency response answering service, back earlier this  
5 year during the oil spill there were some complaints  
6 raised about the functionality of the emergency  
7 response and how they answered the phone and so forth.  
8 Are you aware of those?

9 MS. CADORETTE-YOUNG: I'm -- I'm not sure of  
10 the exact situation that you're speaking of.

11 MR. FAWCETT: Okay. The oil spill of  
12 Jacksonville. I think they had a container tank  
13 overflow. Diesel fuel.

14 MS. CADORETTE-YOUNG: I -- I -- I don't  
15 specifically remember.

16 MR. FAWCETT: Okay.

17 MS. CADORETTE-YOUNG: So I --

18 MR. FAWCETT: Do you know if there was any  
19 conversation prior to this accident about problems with  
20 that emergency response?

21 MS. CADORETTE-YOUNG: With the phone number?

22 MR. FAWCETT: Yes, with the phone number.

23 MS. CADORETTE-YOUNG: There has been  
24 discussion of -- of -- there -- sometimes when the --  
25 the phone number is not -- they don't forward the call

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1 correctly, but -- so there has been some discussion of  
2 that and John Lawrence has -- has contacted them for --  
3 for issues with that.

4 MR. FAWCETT: So John would have been the  
5 person to get that situation with the phone number  
6 resolved?

7 MS. CADORETTE-YOUNG: He -- he's -- he's the  
8 -- the point of contact for that phone number. I -- I  
9 mean, as far as coordinating the phone number and the  
10 -- the call list and things of that sort.

11 MR. FAWCETT: And then Ms. Bell already  
12 asked you, there's no like matrix that they have at the  
13 phone service which helps them do their job?

14 MS. CADORETTE-YOUNG: Well, they have a  
15 script that they follow in -- when different --  
16 different things are selected, but I -- I don't have --  
17 on the top of my head I don't know what that script is.  
18 I'm not that intimately involved in that aspect of the  
19 -- the phone system.

20 MR. FAWCETT: Thank you.

21 MS. FINSTERBUSCH: Patty Finsterbusch, TOTE  
22 Services. That phone number that was used for --  
23 everybody has that phone number just about on the  
24 ships, right?

25 MS. CADORETTE-YOUNG: Every ship -- every

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1 ship has that number, and that's the phone number that  
2 they're instructed to use in an emergency.

3 MS. FINSTERBUSCH: Do other people have that  
4 phone number, too?

5 MS. CADORETTE-YOUNG: That -- that number is  
6 widely published in all of our documents, in all of our  
7 manuals and with -- with various applications and  
8 agencies. That's -- that's the main number. That  
9 number came down with us from New Jersey because it was  
10 the most familiar number, that the ships all knew it.  
11 So they -- we -- we kept it the same.

12 MS. FINSTERBUSCH: One more question. What  
13 other phone calls have you gotten that you've responded  
14 to on that number? Were they all emergencies or --

15 MS. CADORETTE-YOUNG: They're not -- it's  
16 not always emergencies. So if a vendor were to call  
17 that number, they -- they would say is this -- is this  
18 a marine emergency? No. And then they would forward  
19 it through the non-emergency channels to pass it along  
20 to other people within the office.

21 MS. BELL: You mentioned the script. There  
22 are different scripts? I'm sorry. This is Carrie  
23 Bell, NTSB. You mentioned that there were different  
24 scripts based on what the captain or whoever made the  
25 phone call.



1 MS. CADORETTE-YOUNG: I --

2 MS. BELL: Are there key words or something?

3 MS. CADORETTE-YOUNG: I'm not sure if  
4 there's a script, but if they say it's a marine  
5 emergency, then they know that they're supposed to pass  
6 it along to the emergency response team and send out  
7 the text message. And they have a checklist that they  
8 go through that goes through to notify. If they say  
9 that it's a -- it's a crewing-related issue, they'll  
10 send it to the Crewing Department. Someone's missed a  
11 flight or something along those lines. Then that will  
12 go that way. So there is -- there are -- are different  
13 boxes that it goes down.

14 If it's something that somebody -- if a  
15 vendor calls and says, oh, I -- I want to talk to XYZ,  
16 then they'll send the email out to people on the  
17 distribution list and we'll all get that email and pass  
18 it on to whomever is supposed to get it.

19 MS. BELL: Okay. So it's not designated  
20 specifically for emergencies then?

21 MS. CADORETTE-YOUNG: It -- it isn't, but  
22 that's -- it -- that's its main function is for  
23 emergencies. It just a lot of people have that number,  
24 so a lot of people call it. So they have to have -- we  
25 don't want -- we don't want XYZ Shipping Agent calling

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1 because they want to do business and -- and calling  
2 John Lawrence in the middle of the night to say, oh,  
3 we're -- we're on the West Coast and we want to -- we  
4 want to solicit you for business. So it's, you know --

5 MS. BELL: It's a basic call service? They  
6 answer --

7 MS. CADORETTE-YOUNG: It's a call -- it's a  
8 call service. They answer calls and they -- they --  
9 they follow a script. If it's a marine emergency, they  
10 follow that script and send it along. If it's -- if  
11 it's something non-emergency-related, then they follow  
12 another -- that's how I understand it. I -- I'm -- I'm  
13 not that intimately involved in it, but that's how I  
14 understand how the system works.

15 MS. BELL: Okay. Thank you for going into  
16 detail about that.

17 MR. FAWCETT: Keith Fawcett. Just a follow-  
18 up. You mentioned that 2692s for the Coast Guard.

19 MS. CADORETTE-YOUNG: Right.

20 MR. FAWCETT: So do you know if there was a  
21 call made to the answering service and a reaction by  
22 the emergency response team when the ship lost  
23 propulsion coming out of San Juan earlier this year?

24 MS. CADORETTE-YOUNG: I don't know. I don't  
25 -- I don't recall. I -- I believe so, but I'm not --

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1 I'm not sure. I -- I'm not sure of the specific days.  
2 I just -- we get a -- a lot of different calls, so I  
3 can't pinpoint that one, that they called or not or --

4 MR. FAWCETT: So you're part of the Safety  
5 Committee, right?

6 MS. CADORETTE-YOUNG: Correct.

7 MR. FAWCETT: Would you review as the Safety  
8 Committee the loss of propulsion coming out of San  
9 Juan?

10 MS. CADORETTE-YOUNG: Yes, that would be in  
11 the safety meeting that we would review it. Correct.

12 MR. FAWCETT: On the company level, not on  
13 the shipboard level, right?

14 MS. CADORETTE-YOUNG: Right, on the company  
15 level. The quarterly meetings that we have. So that  
16 information comes in and they -- they -- they have a  
17 meeting each quarter to review the -- the previous  
18 quarter.

19 MR. FAWCETT: And what would that block come  
20 under?

21 MS. CADORETTE-YOUNG: That would --

22 MR. FAWCETT: In other words, where does  
23 that fit? How would you describe that within TOTE,  
24 loss of propulsion?

25 MS. CADORETTE-YOUNG: That would be reported

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1 as an incident.

2 MR. FAWCETT: Okay. So that's an incident?

3 MS. CADORETTE-YOUNG: So we have incident  
4 and near misses that are documented in -- in our safety  
5 meeting.

6 MR. FAWCETT: And what else would be  
7 incidents? Can you give me some --

8 MS. CADORETTE-YOUNG: Oh, and injuries.  
9 Sorry. Incidents, injuries and -- incidents, injuries  
10 and near misses. An incident?

11 MR. FAWCETT: Yes.

12 MS. CADORETTE-YOUNG: What else would be an  
13 incident?

14 MR. FAWCETT: Well, the reason I say that is  
15 in the initial call to John Lawrence at some point  
16 Captain Davidson said I've had a navigational incident.  
17 And I didn't quite understand where that came from. So  
18 I mean, an incident may be, for example, a loss of  
19 propulsion. What would be other examples of incidents?

20 MS. CADORETTE-YOUNG: A collision, a -- a  
21 flooding.

22 MR. FAWCETT: So it could be anything that  
23 would trigger a 2692, or is there some description of  
24 what an incident is?

25 MS. CADORETTE-YOUNG: I -- I believe that it

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1 -- it's -- our OMV, our ISM system has -- has a clear  
2 breakdown of -- of reporting requirements, notification  
3 requirements that the ships would have. They know what  
4 -- when they're -- what they're supposed to notify us  
5 for. So I -- and I believe also the EPMV (phonetic)  
6 would have -- has stuff about that. I'm not positive.  
7 But I know our ISM system documents that. And so they  
8 -- they -- it's -- it's clear. I don't have it in  
9 front of me so I can't tell you exactly what it says,  
10 but it's -- it's -- it's available to everyone.

11 MR. FAWCETT: And then so just following up,  
12 like that loss of propulsion coming out of San Juan,  
13 what did the safety meeting do with that?

14 MS. CADORETTE-YOUNG: They have a --

15 MR. FAWCETT: Did they discuss it?

16 MS. CADORETTE-YOUNG: They have a summary of  
17 the -- of the incident, of the report from the captain.  
18 They have a summary. And then the -- the committee and  
19 the -- the ships call in if they -- (inaudible) call in  
20 as well. And the port engineer, who would have been  
21 responsible for that vessel or the ship's record, would  
22 have been responsible for that -- that vessel, would  
23 elaborate on the summary of -- of the event. And then  
24 they'd -- they'd discuss how it was mitigated and  
25 general cause of it and -- and share the information.

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1 MR. FAWCETT: And then just as a follow-up,  
2 is there somebody within your company that investigates  
3 incidents, specifically designated to investigate  
4 incidents?

5 MS. CADORETTE-YOUNG: That would be the --  
6 the Safety Department, which would be John -- John  
7 Lawrence and Lee Peterson.

8 MR. FAWCETT: Thank you.

9 MS. CADORETTE-YOUNG: And it -- and it also  
10 depends on what the -- what the incident is. They pull  
11 all their people into it as well.

12 MS. BELL: Mike, did you have anything, or  
13 Jon, before we move on to the next -- I'm going to go  
14 around. I'm going to have Eunice go through the day of  
15 the phone call and all of that, but before that is  
16 there anything else you guys have on the phone?

17 MR. FURUKAWA: This is Jon. Nothing for me.

18 MR. KUCHARSKI: Yes, this is Mike. Just a  
19 quick follow. Was there an actual summary drawn up for  
20 the *El Faro* incident, an emergency-response-team-type  
21 summary?

22 MS. CADORETTE-YOUNG: Not that I -- I'm  
23 aware of right now. I don't -- I think we've been  
24 involved in this investigation at this point, too, so I  
25 don't think anything's been -- not that I am aware of

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1 about that.

2 MR. KUCHARSKI: Okay. Thank you on that.

3 And you mentioned that there was --

4 PARTICIPANT: Can I ask one clarification?

5 MS. BELL: Hang on one second, Mike.

6 PARTICIPANT: That last question, did that  
7 refer to the earlier *El Faro* incident in regard to the  
8 loss of propulsion coming out of San Juan or the loss  
9 of the *El Faro* in October?

10 MS. BELL: Mike, can you --

11 MR. KUCHARSKI: October. October.

12 MS. CADORETTE-YOUNG: Yes, I think that's  
13 still probably all in process.

14 MR. KUCHARSKI: Okay. And, Ms. Young, you  
15 mentioned I believe there's a Shoreside TOTE Emergency  
16 Response Manual. Is that correct?

17 MS. CADORETTE-YOUNG: Yes.

18 MR. KUCHARSKI: And are you aware if there's  
19 a TOTE Shoreside Operations Manual?

20 MS. CADORETTE-YOUNG: A Shoreside Operations  
21 Manual? I don't think there's anything that's  
22 designated as that. We do have a -- a management  
23 system in place. And the OMV, the Operations Manual  
24 Vessel has actually kind of been a -- become a -- a --  
25 a catchall for everything. It -- it -- it may be a

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1 misnomer that it's the Operation Manual Vessel. It  
2 might be more -- more appropriately the Operations  
3 Manual. But, not -- not that I'm aware of, no.

4 MR. KUCHARSKI: Okay. I guess is there a  
5 collateral to the safety management system shoreside,  
6 collateral to the one that's shipboard?

7 MS. CADORETTE-YOUNG: No. But it is -- I  
8 mean, we use that manual from -- from a shoreside  
9 perspective as well. So there -- there is no  
10 operations manual shoreside that I -- no, but there is  
11 an Operations Manual Vessel that we use from the  
12 shoreside perspective as well.

13 MR. KUCHARSKI: Okay. Thank you.

14 MS. BELL: This is Carrie Bell again. You  
15 mentioned you are on the Safety Committee, so are there  
16 things -- are you involved at all in any kind of job  
17 hazard analyses?

18 MS. CADORETTE-YOUNG: I -- I am in the sense  
19 that I review them when I do audits. The -- the ships  
20 do job hazard analysis in two different ways: They do  
21 a general job hazard analysis for -- for routine jobs  
22 where they discuss what they need. And then they -- if  
23 they're doing something that's out of the norm, they do  
24 a job hazard analysis, which is -- which is documented  
25 on paper. So I review those when I do audits on board

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1 the vessel, but I am not directly involved, because  
2 it's more of a ship -- shipboard function where they do  
3 the job hazard analysis for their tasks. But it's  
4 reviewed -- I audit their review and they're discussed  
5 at audit if it's something that -- that is different or  
6 something that -- that needs to be looked at.

7 MS. BELL: So are those audits done before  
8 the job would actually occur? So if they did a job  
9 hazard analysis and they were getting ready to do a job  
10 or something, would that be reviewed before --

11 MS. CADORETTE-YOUNG: No, it's -- it's --  
12 they -- they do a shipboard job hazard analysis and  
13 they do whatever task or whatever job and then we would  
14 look at it during the audits and -- and -- and look at  
15 the documentation that they have for the job hazard  
16 analysis. But that's a -- that's a shipboard function.  
17 We in the office don't really get involved in actually  
18 doing the job hazard analysis on board the ship.

19 MS. BELL: Okay. So it's not actually  
20 identifying hazards that could happen when this job is  
21 talking place? A job hazard analysis doesn't identify  
22 hazards?

23 MS. CADORETTE-YOUNG: Well, no, no. The  
24 ship does the job -- the shipboard crew does the --

25 MS. BELL: Okay.

1 MS. CADORETTE-YOUNG: -- job hazard  
2 analysis. They identify what PPE they would need, what  
3 hazards are available.

4 MS. BELL: Okay.

5 MS. CADORETTE-YOUNG: They review it on  
6 board the ship. As far as the office function is --  
7 is, I -- I don't have a hand in that job hazard  
8 analysis when they develop it on the ship, when they --  
9 when they complete the -- the form and the  
10 documentation. I look at it afterwards to -- to say,  
11 oh, okay, you did this and this looks like you followed  
12 these procedures and you all discussed it when it's  
13 something that's out of the norm. They do job hazard  
14 analysis for every job that they conduct on board.  
15 It's just all of them aren't written down. It's just  
16 the ones that are slightly out of -- out -- more  
17 severe, working aloft or entering -- entering certain  
18 tanks and things of that sort that they would -- they  
19 would do the job hazard analysis for.

20 MS. BELL: Okay. Thank you.

21 MS. CADORETTE-YOUNG: Yes.

22 MS. BELL: So one other thing I was going to  
23 ask about the Safety Committee, are you also involved  
24 in any kind of risk assessments? Do you do any kind of  
25 -- as they relate to safety -- weather, if they're

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1 going to go out in weather?

2 MS. CADORETTE-YOUNG: I -- I'm -- I'm not.  
3 I'm not directly involved in that, no. I would -- I  
4 mean, I may be asked questions for input, but I'm not  
5 -- I don't develop anything along those lines, no.

6 MS. BELL: Do you review any of those?

7 MS. CADORETTE-YOUNG: I -- I have not that  
8 -- not that I recall.

9 MS. BELL: Do you know who's involved in  
10 that?

11 MS. CADORETTE-YOUNG: I don't know.

12 MS. BELL: Okay. Any other questions  
13 related to that?

14 MS. FINSTERBUSCH: I have one more question.  
15 This is Patty Finsterbusch. If there's a phone call to  
16 the phone service, does it always result in the ERT  
17 involvement?

18 MS. CADORETTE-YOUNG: No.

19 MS. FINSTERBUSCH: Okay. And then on the  
20 Safety Committee meetings you said they were run  
21 quarterly.

22 MS. CADORETTE-YOUNG: Correct.

23 MS. FINSTERBUSCH: So the information that  
24 gets provided for the meeting is from the prior  
25 quarter?

1 MS. CADORETTE-YOUNG: Correct.

2 MS. FINSTERBUSCH: Okay.

3 MS. CADORETTE-YOUNG: So we review the prior  
4 quarter during the -- the quarterly safety meeting. So  
5 if we review -- we do the first quarter safety meeting,  
6 but that meeting is actually conducted in the second  
7 quarter because we're reviewing the first quarter  
8 safety incidences and near misses and injuries.

9 MS. FINSTERBUSCH: Thank you.

10 MS. BELL: Okay. I think now we'll talk a  
11 little bit about when the phone call came in that  
12 morning. Can you just tell us a little bit about what  
13 your role was that day and then just how the events  
14 transpired?

15 MS. CADORETTE-YOUNG: We received -- as I  
16 said earlier, we received the call, the text message  
17 for the call. And then we also pretty quickly received  
18 a message that John Lawrence had the call. That was  
19 early in the morning. I had just woken up, so I wasn't  
20 at work. I was at home. We received the SSAS message  
21 at 7:15. That kind of put a red flag up. And since I  
22 deal with SSAS testing, I -- it particularly stood out  
23 to me. And so I texted John Lawrence and I asked him  
24 if he needed me to do anything or call anyone. He said  
25 he has it. And I said okay. And then I proceeded to

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1 get ready for work and headed into the office.

2           When I came into the office, there were --  
3 there were -- there was a group of people meeting in  
4 the executive conference room. And I went to my desk  
5 and -- and tried to kind of start my day and was just  
6 waiting to hear -- hear something. I saw -- I saw an  
7 email -- I believe I saw an email from John Lawrence  
8 saying that there was a list on the vessel, that the  
9 vessel had reported that they lost propulsion and they  
10 had a list and they had taken on water. And I looked  
11 around to see if I was needed to assist.

12           And then I didn't -- I -- and then I -- I'm  
13 -- I'm trying to get the timeline correct in my head.  
14 I was getting a cup of coffee and Mitch Walker  
15 (phonetic) told me that we had lost communication with  
16 the *El Faro*. At that point I kind of recognized the  
17 real significance of everything.

18           MS. BELL: About what time was that?

19           MS. CADORETTE-YOUNG: I'm not positive --

20           MS. BELL: In the morning?

21           MS. CADORETTE-YOUNG: -- what time it was.

22 It was in the morning, yes. I mean, I -- I usually  
23 come into the office, turn on my computer and go get a  
24 cup of coffee, so it wasn't late.

25           I was at my -- I was at my desk waiting to

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1 be asked to -- to assist as -- as needed. I figured  
2 that the -- everybody was -- was doing what they needed  
3 to and they would ask me for help when they needed it.  
4 I was asked to determine the distance between two  
5 islands, so -- I didn't have a chart readily available,  
6 so I looked up those lat and longs on -- up on the  
7 Internet. And then I plotted it in the NOAA distance  
8 calculator online.

9 I realized we would need a chart, so I  
10 looked for our charts, and they weren't readily  
11 accessible, so I decided I was going to go out and try  
12 and buy a chart for the area. And then I couldn't find  
13 one, so I came back to the office and they had found  
14 the charts that we had in the office.

15 I -- I plotted some positions on the chart  
16 of the -- the storm. We -- everyone started -- the ERT  
17 was meeting in the training room at this point and  
18 discussion was about how to get communication with the  
19 ship. So I was asked to contact Inmarsat. I was asked  
20 to contact the local -- our local vendor that provides  
21 service to the equipment so that I could verify what  
22 equipment exactly was on board, because each GVNSS  
23 (phonetic) suite, depending on the ship is a little  
24 different. It's not my ship, so I don't know exactly  
25 what they had. Contacted the local vendor and they

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1 called me back.

2 I contacted Inmarsat and they tried to ping  
3 the vessel. They -- they told me where its last  
4 position was, the last ping, and it was -- it was  
5 before our SSAS alert, so it was an older position.

6 When I -- I -- I tried to think of very way  
7 of -- of locating or communicating with the ship that I  
8 could think of. I thought of the LRIT (phonetic),  
9 which is only used for vessels in foreign train --  
10 foreign trade. But I didn't realize, so I called the  
11 Coast Guard and asked them if they had access to the LR  
12 -- LRIT information for location and they said that  
13 they didn't have that.

14 So then I called the LRIT testing company  
15 that we've used in the past and asked them if they  
16 could -- they could tell me anything about where the  
17 vessel was, and they said that they didn't, that the  
18 vessel's on domestic trade, so they weren't currently  
19 pinging that -- the vessel.

20 And then I called Captain Stith on the *El*  
21 *Yunque* and I asked him if he would try to hale the *El*  
22 *Faro* by any means that he could, particularly using  
23 MF/HF radio, because that -- if Inmarsat was down, then  
24 they would hopefully have MF/HF radio available to  
25 them. Captain Stith reported to me on a few -- a few

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1 times during the course of the day that he did not get  
2 a hold of them, but he was continuing to try to contact  
3 them.

4 That was kind of the avenue that I was  
5 taking, was trying to gain -- gain contact with the  
6 vessel by any means that I could and with no success.  
7 During call-ins and meetings I would sit in in the  
8 training room.

9 At about 2:00 in the afternoon I was asked  
10 if I would make notifications to the families, so I  
11 sort of stepped away from the response process and got  
12 more into the -- the family process. I think it was  
13 about 2:00 in the afternoon, 1:00 or 2:00 in the  
14 afternoon. So I -- I stepped away from the emergency  
15 response team at that point, the ops part, and I -- I  
16 became part of the family notification and support  
17 group of the response.

18 MS. BELL: And at that point what were you  
19 -- you were contacting all of the crew members'  
20 families?

21 MS. CADORETTE-YOUNG: Yes, we split up the  
22 list. There were four of us that were making the  
23 calls. The list was split up amongst four of us. And  
24 I had I believe seven people on my call -- on my call  
25 list. They had set up a 800 number and a web site.

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1 And I -- I ended up manning the -- the 800 number until  
2 the evening. And then we had shifts of covering the --  
3 the call line. Oh, not 800 number, but a toll-free  
4 number. I think it was like 877 or 866.

5 MS. BELL: Yes.

6 MS. CADORETTE-YOUNG: And so I -- I manned  
7 those phone lines in the -- the beginning hours. There  
8 were four of us who did rotations at first. And then  
9 on Friday more people became involved in the -- the  
10 family response. So we had shifts covering that phone  
11 and doing the email -- the Internet updates.

12 And then we had families who were flying in,  
13 so I was asked to meet them at the airport. So I went  
14 and met families at the airport.

15 (Ms. Cadorette-Young becoming emotional)

16 MS. BELL: It's okay. Do you want to take a  
17 break?

18 PARTICIPANT: Would you like to take a  
19 break?

20 MS. BELL: We can take a break.

21 PARTICIPANT: Let's take a break.

22 MS. BELL: Okay. We're going to take five.

23 (Whereupon, the above-entitled matter went  
24 off the record briefly.)

25 MS. BELL: Okay. We're back on the record.

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1 It's 10:25. And we're just going through the  
2 activities of the day, that you received a call from  
3 Captain Davidson, or that call was made. And you  
4 mentioned that you did the family notifications. I'm  
5 assuming that process lasted a couple of days.

6 MS. CADORETTE-YOUNG: Yes, the -- that  
7 process, we were very careful to make sure that the  
8 family was notified as soon as possible. And it was  
9 the next of kin, the designated emergency contact that  
10 was in the -- the -- the crew member's file. It -- it  
11 did take -- it did take some time.

12 We -- at first the -- the 800 number was in  
13 the process of being set up, so when we go to  
14 voicemail, we couldn't leave a voicemail and say, you  
15 know, call us back or there's something going on with  
16 your family member because we didn't want to cause  
17 panic. So we'd have to try and call back later. And  
18 then once we finally had that number established, we  
19 could leave a message asking them to call that number  
20 with limited detail so that the family would -- would  
21 be the first informed.

22 The -- the families were -- families became  
23 my priority when I was asked to -- to take on the role  
24 of notifying them. So I -- I kind of pictured my own  
25 family in that situation, so I tried to do what I could

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1 to make this whole process as easy for them as -- as  
2 possible, though it was so hard.

3           So we manned the -- we manned that phone  
4 number and ended up contacting everybody. I think that  
5 -- that Friday or Saturday we finally had contacted  
6 everybody. Some families knew through word of mouth  
7 from other families who were on board, but we hadn't  
8 made that direct contact to them, so we had to make  
9 sure we followed through and did that. So that was all  
10 that Friday.

11           And then on -- on Saturday is when family  
12 started flying in. And that's when I met them. And  
13 then I was involved in notifying them of the different  
14 stages of the -- the search. And I met a handful of  
15 families at the airport and I assisted them with  
16 getting taxis and rental cars and getting them to the  
17 hotel.

18           And then the following day, that Sunday, we  
19 had these families that were in town and we arranged  
20 with the union hall to have them meet there in order to  
21 -- during the course of the day so that they weren't  
22 just sitting in a hotel room thinking about everything  
23 and they could kind of be -- have some relief. So I --  
24 I -- I manned the union hall at that point as well.  
25 They were having meetings as well at the union hall

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1 with updates where families from locally in town would  
2 come in, and they had call-ins also during the course  
3 of the day, scheduled call-ins where they would do an  
4 update with the Coast Guard.

5           And I kind of took the lead on the -- the  
6 face-to-face with the families who were from out of  
7 town, so that was what I did during most of the rest of  
8 the response was I was -- I was at whatever hotel was  
9 designated for the families to meet at during the day  
10 and assisting with coordinating things. And I had some  
11 awesome people who were helping out with that, too.

12           So my involvement went from trying to  
13 communicate with the ship to a very emotional part of  
14 it. So I wasn't involved in the ERT from that point.  
15 I got updates from the ops group, but I wasn't -- I  
16 wasn't involved unless they had a question or they  
17 needed me to elaborate on what I had done with the  
18 communications, trying to contact the ship and things  
19 of that sort. If they had questions, they'd call me  
20 and I did what I could to help, but I was -- I was more  
21 dedicated to taking care of the families at that point.

22           MS. BELL: Did you have a log then of who  
23 you had contacted prior to beginning the family  
24 notifications?

25           MS. CADORETTE-YOUNG: I actually -- I

1 actually didn't have a log. I didn't write it down,  
2 but I think my phone -- my desk phone might have a  
3 phone log, but I'm not sure if it's retained over the  
4 last two months. My -- but I -- I don't have a  
5 timeline as to who I contacted. I do have some emails  
6 between Captain Stith and I when I had spoken to him,  
7 but I -- I don't have a log, no.

8 MS. BELL: Okay. That's okay. Thank you.  
9 Anyone have questions about that day that they want to  
10 elaborate on?

11 (No audible response)

12 MS. BELL: Anyone on the phone?

13 MR. FURUKAWA: None for me.

14 MR. KUCHARSKI: No. This is Mike Kucharski.  
15 Not for the particular day, no.

16 MS. BELL: Okay. Is there anything about  
17 that day, anything else that you want to tell us that  
18 we have not asked about specifically that we might be  
19 leaving out or --

20 MS. CADORETTE-YOUNG: I -- I -- I don't  
21 think so, no.

22 MS. BELL: Okay.

23 MS. CADORETTE-YOUNG: Not that I can think  
24 of. I think I -- I think I generally covered  
25 everything that -- that happened that day.

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1 MS. BELL: Okay. We appreciate that. We  
2 just have a few more questions and then we'll let you  
3 be on your way.

4 MS. CADORETTE-YOUNG: Okay.

5 MS. BELL: It's my understanding from some  
6 other conversations that John Lawrence had been on  
7 vacation prior to this accident. Do you know what his  
8 schedule was?

9 MS. CADORETTE-YOUNG: I -- that was a while  
10 ago. I think he was -- he may have been on vacation  
11 prior to that. I think he may have been. I'm not --  
12 I'm not sure. Or at -- at an event or something. He  
13 had been traveling I think earlier that week, but I --  
14 I'm not -- I can't -- no, I can't say.

15 MS. BELL: Okay. And when he is out of town  
16 or not able to be contacted if he's on vacation, who is  
17 the person that is his replacement or takes over while  
18 he is not in the office?

19 MS. CADORETTE-YOUNG: He -- he's still on  
20 that emergency contact list.

21 MS. BELL: Yes.

22 MS. CADORETTE-YOUNG: He's still the first  
23 person that they're going to call for that, but other  
24 than that it would be Lee Peterson and -- and Patty  
25 Finsterbusch, the -- the safe -- for -- for regular

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1 office stuff. But for the emergency response team he's  
2 the first person that's on the list. And then it goes  
3 down the chain.

4 MS. BELL: Yes. So he's on the list even if  
5 he's on vacation?

6 MS. CADORETTE-YOUNG: Correct.

7 MS. BELL: He's still 24/7?

8 MS. CADORETTE-YOUNG: Yes.

9 MS. BELL: The DP?

10 MS. CADORETTE-YOUNG: Yes.

11 MS. BELL: Okay. Keith, I know you had some  
12 questions, so I'll let you go next.

13 MR. FAWCETT: All right. Keith Fawcett with  
14 the Coast Guard. So these questions are related to the  
15 smallness of the office and the open office environment  
16 -- been described where people are sitting relatively  
17 close to one another and so forth. So that's why I'm  
18 asking these particular questions.

19 Does anybody within the company track the  
20 positions of vessels in any way?

21 MS. CADORETTE-YOUNG: The vessels turn in  
22 their -- they send in a noon report each day.

23 MR. FAWCETT: Yes.

24 MS. CADORETTE-YOUNG: And that noon report  
25 is -- is sent to the ops email address.

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1 MR. FAWCETT: So the ops email address is a  
2 message head with who would be -- just in general who  
3 would be on that?

4 MS. CADORETTE-YOUNG: The ops email address  
5 is myself. I -- I'm -- I'm not sure of exactly who's  
6 on he distribution list. I know that I'm on that  
7 distribution list.

8 MR. FAWCETT: Yes.

9 MS. CADORETTE-YOUNG: And I'm not sure of  
10 everyone else who's on it. John Lawrence would be on  
11 it, Patty Finsterbusch would be on it, but I'm not  
12 positive as to everyone that is on that list.

13 MR. FAWCETT: There are a number of vessels  
14 that TOTE operates. Does anybody specifically that  
15 you're aware of sort of have accountability for vessels  
16 so that that person knows that every vessel is safe,  
17 that every vessel doesn't have any notes down at the  
18 bottom of the message, or is it just everybody gets it  
19 and --

20 MS. CADORETTE-YOUNG: I know that I'm -- I'm  
21 -- not that I'm -- not that I'm aware of, no. I -- I  
22 keep track of -- of my ship. I know that might sound,  
23 I don't know -- I -- I keep track of what's going on on  
24 my ship and any -- any -- any concerns there. So I'm  
25 -- I'm not sure that the position report -- I'm not

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1 sure who looks at all of the other ones. We -- we all  
2 get it, but I'm not sure who -- who -- if anyone  
3 scrutinizes them.

4 MR. FAWCETT: Okay. And then to handle the  
5 volume of cargo TOTE Services has some tug and barge  
6 traffic contracted that brings cargo down to Puerto  
7 Rico and back, is that correct?

8 MS. CADORETTE-YOUNG: Yes, but I have no  
9 involvement in that.

10 MR. FAWCETT: Is the position of those tugs  
11 in that noon report?

12 MS. CADORETTE-YOUNG: I do not recall seeing  
13 any coming into the ops email address. They're not --  
14 they're not part of our ISM system, so I don't know  
15 that they would follow all those procedures unless they  
16 were told to, and I'm not -- I -- no, I haven't seen  
17 them.

18 MR. FAWCETT: Do you recall any discussion  
19 -- I mean, within the office how are the position of  
20 those vessels tracked? In other words, they're  
21 carrying cargo for you. Maybe I don't have the right  
22 entity.

23 MS. CADORETTE-YOUNG: I -- I don't deal with  
24 the -- those -- the tugs. I don't deal with them, so I  
25 don't know who -- who does that. That's not something

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1 that I've dealt with. All of the information I have on  
2 tugs is if we have a general conversation. I don't --  
3 I'm not involved in it so I can't speak to it.

4 MR. FAWCETT: In late August the *El Faro*  
5 made a deviation. They came out of Jacksonville.  
6 There was some concern about Hurricane *Danny*, and I  
7 believe Tropical Storm *Erica*. And the Port of San Juan  
8 was closed or closing for tropical storm conditions.  
9 Would anything related to that deviation in course or  
10 the intentions of the *El Faro* -- would that come in as  
11 part of your ops heading email system?

12 MS. CADORETTE-YOUNG: It would -- it would  
13 probably be -- possibly be a remark in the -- in the  
14 position report that the captain sends in, but that's  
15 not something that I -- I really dealt with because  
16 it's not my vessel responsibility.

17 MR. FAWCETT: Okay. So you don't recall any  
18 discussion in those ops emails about the deviation of  
19 course?

20 MS. CADORETTE-YOUNG: I -- I know that  
21 people were looking at the hurricane status, but I  
22 wasn't -- I -- I wasn't -- I -- no. No.

23 MR. FAWCETT: Okay. And then without  
24 looking at that email string, just in the small open  
25 office environment was there any discussion that you

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1 were aware of about a deviation in course in late  
2 August --

3 MS. CADORETTE-YOUNG: No.

4 MR. FAWCETT: -- for the *El Faro*?

5 MS. CADORETTE-YOUNG: No, not that I heard.

6 MR. FAWCETT: Okay. Within your contract  
7 who would be the -- for the SBX one, who supervises the  
8 masters that work on the SBX-1?

9 MS. CADORETTE-YOUNG: Who supervises the  
10 masters?

11 MR. FAWCETT: Yes. In other words, you have  
12 a multimillion dollar vessel out there carrying out  
13 whatever defense work it's doing. Who supervises those  
14 ship captains?

15 MS. CADORETTE-YOUNG: The -- we have a  
16 program manager and then there's a ship director over  
17 the program manager.

18 MR. FAWCETT: Who's that?

19 MS. CADORETTE-YOUNG: The ship director is  
20 Dennis O'Meara and the program manager is Todd Malloy.

21 MR. FAWCETT: And how are those captains  
22 hired?

23 MS. CADORETTE-YOUNG: They're union  
24 employees and I'm not sure how the full process is. I  
25 know -- I -- I sailed under both of those captains, so

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1 I wasn't in the process of them being hired.

2 MR. FAWCETT: I mean, do you know if they go  
3 through interviews similar to what you went through?

4 MS. CADORETTE-YOUNG: Yes, I believe senior  
5 -- senior officers are interviewed within the -- in the  
6 office, but I'm -- I'm not involved in that process  
7 very deeply, and particularly since my ship, the  
8 captains have been on there since I sailed. So I  
9 wasn't involved in their hiring process at all.

10 MR. FAWCETT: With the *El Yunque* and the *El*  
11 *Faro* the evaluation of the senior officer, the master  
12 is done by the port engineer. So on the SBX-1 who  
13 evaluates the masters for their annual evaluation, if  
14 they get one?

15 MS. CADORETTE-YOUNG: That evaluation for  
16 the master is two parts. The -- it -- the -- the  
17 program manager has me do the captains and then he also  
18 evaluates them in the second part. So I do a  
19 preliminary evaluation and then he completes his  
20 section. Because I'm the port captain, because I'm the  
21 deck person, that he's had me do that. I believe  
22 technically the port engineers do it for most of the  
23 other vessels.

24 MR. FAWCETT: And does the SBX-1 -- when  
25 it's involved with adverse weather, do they have to

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1 seek out permission as how they're going to deal with  
2 the weather?

3 MS. CADORETTE-YOUNG: No.

4 MR. FAWCETT: They make unilateral decisions  
5 with no correspondence with anybody else?

6 MS. CADORETTE-YOUNG: They -- they have  
7 input that they use and they -- they -- I'm sorry. I'm  
8 trying to think of the words. They have input. They  
9 have -- the SBX is a MSC vessel, so they have weather  
10 routing from the Navy and they -- they -- they plot  
11 their course and they avoid weather as -- as best they  
12 can. But there's no input from the office, no.

13 MR. FAWCETT: So they don't have discussions  
14 outside the ship with their plans and intentions?

15 MS. CADORETTE-YOUNG: No. They'll tell us  
16 if they're expecting bad weather and they'll keep us  
17 informed of what's -- what's going on out there, but  
18 they're not asking us what to do. The -- the captain  
19 and the bridge team are the ones who have the  
20 information. They're on the vessel. They know the  
21 position of the vessel. They know the characteristics  
22 -- characteristics of the vessel. So they -- they make  
23 whatever adjustments they need to for the weather.

24 MR. FAWCETT: Are they required to use the  
25 weather routing service?

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1 MS. CADORETTE-YOUNG: They -- the SBX --

2 MR. FAWCETT: Yes.

3 MS. CADORETTE-YOUNG: -- has -- has weather  
4 -- weather routing service available through the -- to  
5 them through the Navy. They get a automatic -- I  
6 believe they get automatic message traffic with  
7 information. I'm not sure that -- I'm not sure that  
8 they're required to follow that. That's also -- I  
9 mean, ultimately the judgment is up -- on -- is left to  
10 the captain. The safe navigation of the vessel is up  
11 to the captain, so he uses the resources he has and  
12 makes the best decision that he can for that vessel.

13 MR. FAWCETT: And it's a small company. Do  
14 you ever fill in for Patty or John in any way? Like in  
15 their roles do you ever step in and -- like for  
16 example, if Patty was on vacation, have you ever filled  
17 in for her?

18 MS. CADORETTE-YOUNG: Not in official  
19 capacity, but if a question is raised that I would be  
20 able to help with, then I -- then I'm involved. But  
21 I've never been, oh, I'm filling in for Patty or had  
22 her forward her emails to me or anything like that.  
23 I've just -- I mean, we kind of work as a team, so if  
24 something came up and Patty wasn't able to address it,  
25 then I would assist. It kind of ends up being -- then

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1 just kind of the natural course of things when you work  
2 closely with people.

3 MR. FAWCETT: Within TOTE itself who could  
4 you turn to for deck operations expertise?

5 MS. CADORETTE-YOUNG: I would speak to John  
6 Lawrence about items of that concern. And -- and to be  
7 honest, I would also speak to some of the captains if I  
8 had some specific questions. We have -- we have a  
9 fairly big fleet, so we could ask the captains that are  
10 board for input if we needed it, if I didn't have that  
11 information.

12 MR. FAWCETT: Anybody else you might have  
13 missed in that, nautical experts?

14 MS. CADORETTE-YOUNG: Within the office?

15 MR. FAWCETT: Yes.

16 MS. CADORETTE-YOUNG: No. For deck stuff  
17 John Lawrence and I are really the deckees in -- in the  
18 office.

19 MR. FAWCETT: And what's your involvement  
20 with the drug testing program?

21 MS. CADORETTE-YOUNG: I -- up until very  
22 recently I was assisting with the drug testing program,  
23 so we are part of a consortium where random drug tests  
24 are selected by a outside party and they send us a list  
25 of vessels that require -- are required to be tested.

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1 I coordinate scheduling the collector to go to the  
2 vessel. I notify the captain the night before the  
3 collector is supposed to arrive so that they expect  
4 them. And then the collector arrives. They do the  
5 collection. And then I -- I receive all of the reports  
6 from the ship. Not from the ship. From the ship and  
7 the MRO (phonetic). So I receive the chain of custody  
8 form from the ship and -- and -- and they -- they  
9 report to me as to whether -- how the collection -- if  
10 they had any issues or anything along those lines.

11 For post-accident drug testing I receive the  
12 reports. And then when they submit their incident  
13 package, they send -- I receive the chain of custody  
14 form that way. And then I receive the reports from the  
15 MRO. And then for reasonable suspicion,  
16 that's a whole other circumstance. Then that's  
17 something that the -- the captain would -- would  
18 discuss if they had a concern with someone and then we  
19 would -- we would go from there if they suspected  
20 somebody had been -- was -- for specific reasons.  
21 There's regulations as to -- as to what reasons you can  
22 test people for reasonable suspicion. And we would go  
23 through that process and -- and see if it was -- it --  
24 if it was a necessary thing.

25 John Lawrence has been the DER and actually

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1 the -- I just took the DER class and took over that  
2 responsibility in mid-October.

3 MR. FAWCETT: And just --

4 MS. CADORETTE-YOUNG: But.

5 MR. FAWCETT: We live in a world of  
6 acronyms, so DER --

7 MS. CADORETTE-YOUNG: Oh, DER? I'm sorry.  
8 DER is the designated employee representative. And  
9 that's specific to drug testing programs. And so I'm  
10 basically the -- the employer rep. So I'm the one who  
11 receives those drug test -- the -- because it's HIPAA  
12 and things of that sort. It's not going to just anyone  
13 in the company.

14 MR. FAWCETT: And you might have indirectly  
15 answered the next question I'm going to ask you, but  
16 there are some email exchanges between you and Captain  
17 Davidson --

18 MS. CADORETTE-YOUNG: Yes.

19 MR. FAWCETT: -- that discuss when -- and  
20 think the language they use is "when your random drug  
21 testing is going to be." Does that relate to the ship?

22 MS. CADORETTE-YOUNG: It's the ship, right.  
23 Correct. The ship is -- the -- the consortium sends us  
24 a list of ships that are subject to random drug tests,  
25 ships from our fleet. So the *El Faro* was selected for

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1 random drug tests in September, late September, and I  
2 was in the process of scheduling that random drug test.  
3 There was an issue with the collector being unavailable  
4 right -- right -- for their last port call in  
5 Jacksonville. So we had to reschedule that drug test  
6 for the following week. And I had email -- that was my  
7 most recent email exchange with Captain Davidson  
8 regarding -- was regarding that collection.

9 MR. FAWCETT: So the "your" --

10 MS. CADORETTE-YOUNG: "Your" was --

11 MR. FAWCETT: -- is your ship?

12 MS. CADORETTE-YOUNG: -- your ship, correct.

13 MR. FAWCETT: Okay. Thank you.

14 MS. CADORETTE-YOUNG: The *El Faro*.

15 MR. FAWCETT: Right.

16 MS. CADORETTE-YOUNG: That was the whole  
17 vessel was going to be subject to a random drug test.

18 MR. FAWCETT: Right. Thank you.

19 MS. BELL: Mike Kucharski or Jon Furukawa,  
20 questions?

21 (No audible response)

22 MS. BELL: If anyone has questions, you're  
23 on mute if you're trying to speak.

24 (No audible response)

25 MS. BELL: Are you guys still there?

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1 (No audible response)

2 MS. BELL: They might have gone off line. I  
3 didn't hear it drop off.

4 Okay. Does anyone else have any questions?  
5 Patty?

6 MS. FINSTERBUSCH: Patty Finsterbusch. You  
7 said you sit in an open office environment. Can you  
8 tell us whom you sit with?

9 MS. CADORETTE-YOUNG: In my small area  
10 within the office I sit with -- I sit with Dennis  
11 O'Meara, who is my boss' boss. I sit with Mike Roberts  
12 (phonetic) and I sit with Karen Peterson (phonetic),  
13 Jim Fisker-Andersen. And we currently have a temporary  
14 employee that's also sitting in our -- our small little  
15 section. Our section is -- is off to the back of the  
16 office, and that's -- those are the only people that  
17 sit in our -- my close proximity.

18 MS. FINSTERBUSCH: What is their -- Jim  
19 Fisker-Andersen and Mike Roberts and --

20 MS. CADORETTE-YOUNG: Those are the  
21 directors of ship management. So I sit in the -- the  
22 section for the directors of ship management. I sit  
23 with them.

24 MS. FINSTERBUSCH: What is their actual  
25 role, day-to-day role?

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1 MS. CADORETTE-YOUNG: Okay. Their role?  
2 Dennis O'Meara is the director of ship management for  
3 MSC vessels and he -- he supervises everybody who deals  
4 with the MSC vessels and interacts with the -- the port  
5 engineers, the program manager for -- for those --  
6 those ships.

7 Mike Roberts is the director of ship  
8 management for the MARAD vessels, so he works very  
9 closely with the port engineers and the ships -- the  
10 MARAD ships.

11 Jim Fisker-Andersen is the ship director for  
12 the -- the TOTE and Totem -- TOTE vessels, the C -- the  
13 former SEASTAR and the Totem vessels.

14 MS. FINSTERBUSCH: Would these guys be the  
15 ones that would be following their specific ships to  
16 know where they were located?

17 MS. CADORETTE-YOUNG: Yes. They're --  
18 they're the ones who are responsible, ultimately  
19 responsible  
20 for --

21 (Two men speaking to each other over the  
22 phone)

23 MS. BELL: Are you guys -- you guys are not  
24 on --

25 (Two men speaking to each other over the

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1 phone)

2 MS. BELL: Oh, did you get dropped off?

3 (No audible response)

4 MS. BELL: Are you there?

5 PARTICIPANT: Are we on mute?

6 PARTICIPANT: Are we on mute?

7 PARTICIPANT: No, we're green.

8 MS. BELL: Are you guys -- yes. Are you  
9 there now?

10 (No audible response)

11 MS. BELL: Okay. Sorry. Go ahead, Patty.

12 MS. FINSTERBUSCH: So the directors of ship  
13 management would be following and looking at the noon  
14 reports and following up on the ships plus watching the  
15 weather conditions?

16 MS. CADORETTE-YOUNG: Yes.

17 MS. FINSTERBUSCH: And I mean, the way you  
18 sit, can you basically overhear each other talking  
19 over --

20 MS. CADORETTE-YOUNG: Yes.

21 MS. FINSTERBUSCH: -- the phone?

22 MS. CADORETTE-YOUNG: Yes. We sit very  
23 close to each other, so we have a intimate work  
24 environment. So we all -- and we all discuss things  
25 and -- and have input with each other for various

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1 things that are going on.

2 MS. BELL: I have another question about how  
3 weather information is disseminated. I've seen there's  
4 a blog, a SEASTAR blog, I believe, that informs  
5 customers of weather, of delays when the ship is going  
6 to be late. Do you know how the weather information  
7 gets disseminated and how those blogs are -- who is --

8 MS. CADORETTE-YOUNG: That's -- that's all  
9 cargo-related and that's not really in our realm.

10 MS. BELL: Okay.

11 MS. CADORETTE-YOUNG: I'm not sure what TOTE  
12 Maritime does on their end --

13 MS. BELL: Okay.

14 MS. CADORETTE-YOUNG: -- with their  
15 customers.

16 MS. BELL: All right. Thank you.

17 MS. CADORETTE-YOUNG: Yes.

18 MS. BELL: I can ask you that later.

19 PARTICIPANT: You can ask me that.

20 MR. FAWCETT: Keith Fawcett. I have a  
21 follow-up. That small cubicle area where you're  
22 sitting with Jim Fisker-Andersen --

23 MS. CADORETTE-YOUNG: Yes.

24 MR. FAWCETT: -- Captain Davidson in one of  
25 his emails prior to the accident voyage sent an email

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1 saying that on his return voyage he was going to  
2 perhaps deviate and go up through the Old Bahama  
3 Channel. Are you aware of any --

4 MS. CADORETTE-YOUNG: No.

5 MR. FAWCETT: -- message related to that?

6 MS. CADORETTE-YOUNG: I -- I heard reference  
7 to it after the fact, but nothing during the -- before.  
8 No. I -- I believe Jim was actually on travel that  
9 week, too, so I wouldn't have overhead any of his  
10 banter.

11 MR. FAWCETT: And who fills in for Jim when  
12 Jim's on travel?

13 MS. CADORETTE-YOUNG: Jim, he's got his  
14 computer. He works remotely. He has his phone. And  
15 the port engineers of course, you know, pick up  
16 anything that he can't do locally.

17 MS. BELL: I just got a text message from  
18 Jon saying that they can't -- we can't hear them.

19 PARTICIPANT: Well, why don't we hang up and  
20 they can call back in? Or we can all call back in.

21 MS. BELL: Well, okay, but it ends at --

22 PARTICIPANT: Yes, I know.

23 MS. BELL: I mean, this conference ends at  
24 11:00, so -- are you guys there? Can you speak up?

25 (No audible response)

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1 MS. BELL: All right. I'm going to call the  
2 line back, hang up, and we'll take the last few  
3 questions. So I'll call right back into the line. You  
4 need to call back, too.

5 This is what I was afraid of was going to  
6 happen here. I don't have a dial tone. The light is  
7 on.

8 PARTICIPANT: Did we pull the plug on it?

9 PARTICIPANT: Yes, pull the plug and it may  
10 reset.

11 (Dial tone)

12 PARTICIPANT: There you go.

13 MS. BELL: Oh, you have to jiggle it. All  
14 right. Well, let me pull the number up. Apologies for  
15 the technical difficulties.

16 (Dialing phone over dial tone)

17 MS. BELL: Ah, here we go again.

18 (Dialing phone, but mis-dialed)

19 MS. BELL: Oh, I knew I was going to do  
20 that.

21 PARTICIPANT: It's only when --

22 MS. BELL: I know.

23 PARTICIPANT: Stage fright.

24 PARTICIPANT: We're all watching you.

25 (Dialing phone)

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1 PARTICIPANT: We're running out of time.

2 MS. BELL: I know, we are.

3 PARTICIPANT: We've got less than five  
4 minutes.

5 MS. BELL: No pressure.

6 AUTOMATED OPERATOR: Welcome to Century Link  
7 (phonetic) Conferencing.

8 (Entering pass code)

9 AUTOMATED OPERATOR: Please hold while I  
10 confirm your pass code.

11 (Pause)

12 AUTOMATED OPERATOR: Thank you. Your pass  
13 code is confirmed. When you hear the tone, you will be  
14 the first person to join the meeting. The line will be  
15 silent until another person joins.

16 MS. BELL: Are there any other questions  
17 while we're waiting for Mike and Jon to join back?

18 (No audible response)

19 MS. BELL: We'll give them just a minute.

20 (Pause)

21 MS. BELL: I apologize.

22 (Pause)

23 MS. BELL: One more phone call I'll try and  
24 then we might have to give it up.

25 (Places call from another line)

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1 MS. BELL: Hey, Mike. We dialed back into  
2 the line if you have questions, or actually I could put  
3 on speakerphone right now.

4 (Pause)

5 MS. BELL: Okay. Let me just put you on  
6 speakerphone.

7 Why didn't I do that -- okay. You're on.

8 MR. KUCHARSKI: Perfect. Great. Hi,  
9 everyone again. That's the way to get Mike Kucharski  
10 not to talk. Just cut the conference call off.

11 (Laughter)

12 MR. KUCHARSKI: Okay. Ms. Cadorette-Young,  
13 just a couple follow-up questions. You mentioned about  
14 -- talking about the SBX vessel. Are there any direct  
15 reports on the vessel to you? Direct reports. People  
16 that report directly to you from the vessel?

17 MS. CADORETTE-YOUNG: As port captain I -- I  
18 -- I wouldn't say that I have any direct reports, no.

19 MR. KUCHARSKI: Okay. And just a quick  
20 question on port captains in general. I think you  
21 mentioned earlier that you and John Lawrence are the  
22 only deckees there in the office. Are you aware of any  
23 other person that has the title of port captain in the  
24 TSI or in the -- maybe TOTE Maritime offices?

25 MS. CADORETTE-YOUNG: No, not currently.

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1 MR. KUCHARSKI: Okay. And final question  
2 relates to your auditing. Do you have any  
3 certification or qualifications as an auditor?

4 MS. CADORETTE-YOUNG: Yes, I did ABS  
5 (phonetic) ISM internal auditing training.

6 MR. KUCHARSKI: Okay. And when did you take  
7 that training?

8 MS. CADORETTE-YOUNG: I believe it was in  
9 2007.

10 MR. KUCHARSKI: Okay.

11 MS. CADORETTE-YOUNG: Maybe 2006. Sometime  
12 in that time frame, 2006, 2007.

13 MR. KUCHARSKI: Okay. Great. That's it.  
14 Thank you.

15 MS. BELL: Any other questions around the  
16 room?

17 (No audible response)

18 MS. BELL: Okay. Thank you very much for  
19 your time.

20 And with that, we are ending this interview.

21 Thank you for your participation.

22 (Whereupon, the above-entitled matter went  
23 off the record.)

24

25

C E R T I F I C A T E

MATTER: EL FARO INCIDENT OFF THE COAST  
OF THE BAHAMAS ON OCT. 1, 2015  
NTSB Accident No. DCA16MM001  
Interview of Eunice Cadorette-Young

DATE: 12-02-14

I hereby certify that the attached transcription of page 1 to 92 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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TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR  
EUNICE CADORETTE-YOUNG  
 TAKEN ON  
DECEMBER 2, 2015

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING
7	22	it was	I was
10	18-19	it was he	I was the
11	7	own	hold
13	8	weather	vessel
14	22	message that's	message to everyone that's
19	15	Costiglioni	Castiglioni
20	12	--	perspective of
21	24	Lindsay	Lenzi
29	17-18	post-ops	post-ups
38	21	--	asks
53	19	-- (inaudible)	are in port they
58	3	available	possible
62	22	GVNSS	GMDSS
66	13	go tour	got our
79	10	board	onboard
82	4	--right--right	[other participant speaking – not witness]

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 NEEDED. \_\_\_\_\_

Initials  
EUNICE CADORETTE YOUNG

Printed Name of Person providing the above information

[REDACTED]

Signature of Person providing the above information

12/28/15  
 Date