

NATIONAL TRANSPORTATION SAFETY BOARD

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 IN RE: :  
 :  
 THE EL FARO INCIDENT OFF THE: NTSB Accident No.  
 COAST OF THE BAHAMAS ON : DCA16MM001  
 OCTOBER 1, 2015 :  
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INTERVIEW OF: MICHAEL BRENNAN, SECOND ENGINEER

Thursday,  
 October 8, 2015

Jacksonville, Florida

BEFORE:

BRIAN YOUNG, NTSB  
 JIM FISHER-ANDERSEN, TOTE Services  
 MICHAEL MILLER, ABS  
 LOUIS O'DONNELL, ABS  
 [REDACTED] U.S. Coast Guard  
 LEE PETERSON, TOTE Services  
 AL SHEPHERD, ABS

PRESENT ON BEHALF OF THE INTERVIEWEE:

GILBERT FELTEL, ESQ., Tanner Bishop

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

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

2 (11:45 a.m.)

3 MR. YOUNG: Okay. We're recording. It's  
4 11:45 on Thursday, October 8th. This is Brian Young.  
5 I'm the Engineering Group Chairman for the National  
6 Transportation Safety Board.

7 We're interviewing Second Engineer Michael  
8 Brennan, who is the Off Duty Engineer from the El Faro.  
9 And we're going to go around the room and introduce all  
10 of the attendees at the interview.

11 MR. O'DONNELL: Louis O'Donnell, Assistant  
12 Chief Surveyor, ABS.

13 [REDACTED], U.S. Coast Guard  
14 on the Engineering Group.

15 MR. SHEPHERD: Al Shepherd, American Bureau  
16 of Shipping. I deal with manual systems certification.

17 MR. PETERSON: Lee Peterson, Director of  
18 Marine Services with TOTE Services.

19 MR. FISHER-ANDERSON: Jim Fisher-Anderson,  
20 Director of Marine, Commercial, TOTE Services and the  
21 NTSB Engine Act Team (phonetic).

22 MR. FELTEL: Gilbert Feltel, counsel for Mr.  
23 Brennan.

24 MR. YOUNG: And if you would introduce  
25 yourself and spell your last name for the record,

1 please?

2 MR. BRENNAN: Michael Brennan, Second  
3 Engineer Off Duty with the El Faro, B-R-E-N-N-A-N.

4 MR. YOUNG: Great. Do you go by Mike?

5 MR. BRENNAN: That's fine.

6 MR. YOUNG: Okay. Thank you for being here.  
7 We really appreciate you coming down and supporting our  
8 fact finding mission for this investigation.

9 If you could just start and tell us a little  
10 background about your maritime training and your  
11 previous employment, prior to joining the El Faro. And  
12 maybe tell us when you did join the El Faro and when  
13 you got off.

14 MR. BRENNAN: I went to, graduated from  
15 Maine Maritime Academy in 2012. Immediately out of  
16 school I worked for (inaudible). I did one trip on the  
17 Bro Hawaii (phonetic), a small tanker over in Japan.

18 After that, I came to SeaStar Tow, and I  
19 worked on the El Faro. I can't give you an exact time  
20 frame. It's about three years I've been in, three  
21 years I've been with SeaStar.

22 MR. YOUNG: Can we help you? Oh.

23 MR. MILLAR: With ABS.

24 MR. YOUNG: Okay.

25 MR. MILLAR: Sorry to barge in, but --

1 MR. YOUNG: Okay.

2 MR. MILLAR: (Inaudible).

3 MR. YOUNG: This is being recorded, so for  
4 the record, can you introduce --

5 MR. MILLAR: Mike Miller, the District  
6 Principal for Southeastern USA.

7 MR. YOUNG: Thank you.

8 MR. BRENNAN: When the El Morro was retired,  
9 I transferred over to the El Faro, and I did one or two  
10 trips this third, and then I upgraded to second and did  
11 one trip as second. And that was, my last tour was  
12 nine weeks ago when I got off.

13 MR. YOUNG: Okay. So maybe if you try to  
14 remember what dates. Let's talk about the SeaStar  
15 experience. So the first time you ever worked with  
16 SeaStar, you were aboard the El Morro?

17 MR. BRENNAN: Yes.

18 MR. YOUNG: As third?

19 MR. BRENNAN: Yes, and that would have been,  
20 oh close to December 2012. I'm not sure the exact  
21 month.

22 MR. YOUNG: And how many trips did you do on  
23 El Morro as third?

24 MR. BRENNAN: I can't recall.

25 MR. YOUNG: More than one?

1 MR. BRENNAN: Yes.

2 MR. YOUNG: Okay. And how many trips did  
3 you do on the El Faro?

4 MR. BRENNAN: I believe I did two as third  
5 or one as third and then one as second.

6 MR. YOUNG: Okay. Going way back in history  
7 to Maine Maritime Academy, what sort of training and  
8 experience did Maine Maritime provide you for steamship  
9 for your steam license?

10 MR. BRENNAN: I actually had some pretty  
11 substantial steam training at school. We had a very  
12 nice up to date steam lab. I had Steam 1 and Steam 2  
13 classes. And we also had a boiler class. So I had  
14 plenty of substantial steam training at school. Then I  
15 also did my cadet shipping on a steam ship, too.

16 MR. YOUNG: Did you? Okay. Do you know,  
17 recollect about how long of a trip you did as a cadet  
18 on a steamship?

19 MR. BRENNAN: It was like 61 days, I  
20 believe.

21 MR. YOUNG: Two months?

22 MR. BRENNAN: Yes.

23 MR. YOUNG: And when you got out of Maine  
24 Maritime, what license did you get?

25 MR. BRENNAN: Third System Engineer

1 Unlimited, Motor, Steam, Gas. I have my gas turbine  
2 endorsement, too.

3 MR. YOUNG: And what license do you  
4 currently hold?

5 MR. BRENNAN: Second Engineer, Steam and the  
6 Third for Motor, Gas Turbine and Steam.

7 MR. YOUNG: Have you done any third engineer  
8 time as a diesel, on a diesel ship?

9 MR. BRENNAN: Yes, the first ship when I got  
10 out of school, 93 days.

11 MR. YOUNG: But mostly steam?

12 MR. BRENNAN: Yes. But the training ship at  
13 school was diesel, too, so I have had diesel experience  
14 before that though.

15 MR. YOUNG: Okay. So as a second engineer  
16 aboard El Faro, can you explain what you do on a daily  
17 basis, what your watch schedule is and what your  
18 responsibilities are?

19 MR. BRENNAN: Daily basis, I stand the four  
20 day watch, so it starts 3:45 in the morning. Get off  
21 for breakfast. Then I have my maintenance PM period  
22 from 8:00 until noon. Then I get a four break, and  
23 then I stand my 4:00 to 8:00 watch at night. Anything  
24 over that's overtime.

25 MR. YOUNG: Anybody else on watch with you?

1 MR. BRENNAN: I have an oiler, an unlicensed  
2 guy I'm watching with, yes.

3 MR. YOUNG: And during the watch, what are  
4 some of the activities that happen?

5 MR. BRENNAN: Transfer fuel twice a day,  
6 blow tubes in the morning, blow tubes at night, basic  
7 rounds, make sure everything is running all right.  
8 Something happens, assess the, assess what's ever going  
9 on. Find the problem.

10 If I can't fix it, call someone down to  
11 help. But I haven't had any major problems on my  
12 watches. Everything's run smooth. I'm very confident  
13 in that engine room.

14 MR. YOUNG: When you're transferring fuel,  
15 you pump it from a holding, a deep tank into a settler?

16 MR. BRENNAN: Yes.

17 MR. YOUNG: Is that the standard --

18 MR. BRENNAN: Yes.

19 MR. YOUNG: -- daily operation? How many  
20 settlers do you have?

21 MR. BRENNAN: Just one.

22 MR. YOUNG: One settler?

23 MR. BRENNAN: Yes.

24 MR. YOUNG: Is it located on the port, or  
25 starboard side?

1 MR. BRENNAN: Let me orientate myself in the  
2 engine room. It's on the port side.

3 MR. YOUNG: And is there a high and low  
4 suction?

5 MR. BRENNAN: Yes.

6 MR. YOUNG: Okay. At sea, do you ever  
7 switch high and low suction, or do you always --

8 MR. BRENNAN: No.

9 MR. YOUNG: What do you use all the time?

10 MR. BRENNAN: I use the high suction.

11 MR. YOUNG: Always high suction?

12 MR. BRENNAN: Yes.

13 MR. YOUNG: Do you recall what fuel you use?

14 MR. BRENNAN: I believe it's Bunker C  
15 (phonetic). I'm not sure exactly what the specs of it  
16 are.

17 MR. YOUNG: And do you bunker frequently?

18 MR. BRENNAN: Once a week.

19 MR. YOUNG: Every week?

20 MR. BRENNAN: Yes.

21 MR. YOUNG: Do you know about how much fuel  
22 you take weekly?

23 MR. BRENNAN: Anywhere between 3400. We've  
24 taken 4500 barrels, depending on the load and depending  
25 on how much fuel we're going to burn.



1 MR. YOUNG: And is the fuel typically loaded  
2 into the same tanks weekly, or is it changing?

3 MR. BRENNAN: We've been, last time I was  
4 on, we used the three tanks, three port, three  
5 starboard. Anything over that, we use the twos.

6 MR. YOUNG: And is there a standard location  
7 that you transfer from to feed the settlers?

8 MR. BRENNAN: Yes, from the threes.

9 MR. YOUNG: You always use the threes?

10 MR. BRENNAN: Yes.

11 MR. YOUNG: I know it's been months and  
12 months since you've been on, but do you know  
13 approximately how much fuel the ship carries?

14 MR. BRENNAN: No recollection, sorry.

15 MR. YOUNG: Okay. So on a daily basis, you  
16 pump fuel out of the threes into the settler. You have  
17 a high suction pumping, transferring the fuel into the  
18 boilers --

19 MR. BRENNAN: Yes.

20 MR. YOUNG: -- from the settler.

21 MR. BRENNAN: Yes.

22 MR. YOUNG: A single settler. Okay. The  
23 second engineer is historically known as the boiler  
24 guy. Would you say that's still technically correct?  
25 You run that boiler.

1 MR. BRENNAN: Yes.

2 MR. YOUNG: Okay. Do you do the boiler  
3 water testing?

4 MR. BRENNAN: Yes.

5 MR. YOUNG: How frequently do you do that?

6 MR. BRENNAN: Once a day in the morning  
7 during my 4:00 to 8:00 watch.

8 MR. YOUNG: Everyday?

9 MR. BRENNAN: Yes.

10 MR. YOUNG: Okay. And where do you record  
11 the results for the boiler water test results?

12 MR. BRENNAN: It goes in the Drew Marine in  
13 the computer, and I also have it down on paper.

14 MR. YOUNG: The Drew Marine. Do you ever  
15 email the Drew Marine spreadsheet to the office?

16 MR. BRENNAN: I don't. It goes to the  
17 chief, and then he handles it.

18 MR. YOUNG: Okay. And you fill out the Drew  
19 Marine daily?

20 MR. BRENNAN: Yes.

21 MR. YOUNG: And how often, I'm sorry, do you  
22 send it to the chief?

23 MR. BRENNAN: It's on the same computer  
24 system in the, on the ship. And the chief is the one  
25 that emails it to the Drew Marine.

1 MR. YOUNG: Okay. So is it on a shared  
2 server then?

3 MR. BRENNAN: Yes.

4 MR. YOUNG: So he could access the file?

5 MR. BRENNAN: Yes.

6 MR. YOUNG: And he could email it. And  
7 again, I know you got off in August, but did you see  
8 anything when you were doing your boiler water testing  
9 anything that was out of the ordinary for your boiler  
10 water?

11 MR. BRENNAN: No.

12 MR. YOUNG: What do you typically test for  
13 with your boiler water?

14 MR. BRENNAN: Daily tests, chlorides, pH,  
15 total dissolved solids, you put me on the spot here.

16 MR. YOUNG: Sorry.

17 MR. BRENNAN: There's five daily tests.  
18 Geez, I have to think. It's been a while. I've been  
19 home for nine weeks, so all right, chlorides, pH, total  
20 dissolved solids, amerzine, hydrazine. And what's the  
21 fifth one?

22 MR. YOUNG: I don't think there's anybody in  
23 this room that could remember all the boiler test, but  
24 though the important thing is that it is tested daily  
25 and there was nothing out of the ordinary --

1 MR. BRENNAN: Nothing out of the ordinary.

2 MR. YOUNG: -- that you were, okay.

3 MR. BRENNAN: All the chemicals were in  
4 range when I got off the ship.

5 MR. YOUNG: Okay. Thanks good. When you  
6 are on watch, the boilers are at sea, do you typically  
7 run two boilers?

8 MR. BRENNAN: Yes.

9 MR. YOUNG: Should there be a need to  
10 increase steam production, what is the process to say  
11 cut it (inaudible). Is it automatic, or is it manual?

12 MR. BRENNAN: At that point, I'm looking at  
13 fuel pressure. I mean, we don't want to max out any  
14 more than 205 pounds. That's about the max on that.

15 Other than that, I mean you max out, once  
16 you max out on oxygen, you're maxed out on fuel. So go  
17 to a certain point. It depends on how hard you want to  
18 push the boilers.

19 MR. YOUNG: So if you were running on one  
20 burner and you needed to go to a second burner, how  
21 would that increase of firing take place? Would it,  
22 would you have to manually start another?

23 MR. BRENNAN: Yes.

24 MR. YOUNG: You would?

25 MR. BRENNAN: There's no automatic

1 sequencing involved.

2 MR. YOUNG: Okay. What type of automation  
3 is there on the boilers?

4 MR. BRENNAN: Water levels, steam flow,  
5 temperature, (inaudible). Everything's automated.  
6 It's all --

7 MR. YOUNG: So when you say automated, let's  
8 say, take the first one, water level. How is the water  
9 level automated?

10 MR. BRENNAN: The water level controls  
11 itself automatically. I mean we have the Yokogawas, so  
12 I mean it's pretty, everything's up to date. It's not  
13 like --

14 MR. YOUNG: So if the water level drops in  
15 the boiler, what will the automation do, increase the  
16 feed pump?

17 MR. BRENNAN: It's going to increase the  
18 water in the boiler.

19 MR. YOUNG: By adjusting --

20 MR. BRENNAN: Via the feed pump.

21 MR. YOUNG: Okay.

22 MR. BRENNAN: And then feed water regulator  
23 valve.

24 MR. YOUNG: Okay. And is that what the  
25 Yokogawa does?

1 MR. BRENNAN: Yes.

2 MR. YOUNG: What is a Yokogawa?

3 MR. BRENNAN: It's a small computer screen  
4 that gives you readouts on the pressures, temperatures  
5 and levels.

6 MR. YOUNG: Okay.

7 MR. BRENNAN: It's like a little mini  
8 computer I guess.

9 MR. YOUNG: Okay. So it receives an input -  
10 -

11 MR. BRENNAN: Yes.

12 MR. YOUNG: -- and then it puts an output to  
13 the feed pump, which changes the amount of water going  
14 to the boiler?

15 MR. BRENNAN: Yes.

16 MR. YOUNG: Okay. Have you ever been aboard  
17 when there has been any testing of some of the  
18 shutdowns on the boiler?

19 MR. BRENNAN: Yes. Last trip we did, all  
20 the boiler failsafes, and I couldn't go through the  
21 entire list. It's all written down.

22 MR. YOUNG: Okay. One of the boiler alarms  
23 and shutdowns that we're interested in looking at is  
24 the low low water shutdown. So if you start to run out  
25 of water in the boiler, it's going to shut itself down.

1 Do you know if there's any sort of a time delay on the  
2 low low water shutdown?

3 MR. BRENNAN: I'm not sure.

4 MR. YOUNG: Okay. And the boilers, I think  
5 we were told in a previous, and do you run at 900 psi.  
6 Is that correct?

7 MR. BRENNAN: 860.

8 MR. YOUNG: 860 psi. And I didn't get the  
9 exact date, but just for further questions this is  
10 important. But when do you think is the first time you  
11 ever came aboard El Faro, even as third?

12 MR. BRENNAN: I honestly don't know. It  
13 would have been after the El Morro got scrapped, I went  
14 home for five weeks and then came right back to the El  
15 Faro.

16 So whatever five weeks after the El Morro  
17 got, I got off the week before they brought it to  
18 Brownsville (phonetic). And then I went to the El  
19 Faro, when we were in North Florida.

20 MR. YOUNG: Okay.

21 MR. BRENNAN: And we were there for 14 days  
22 before we actually took it out. I'm not sure. I can't  
23 --

24 MALE PARTICIPANT: Well that would have  
25 been, because we had to have the fructose (phonetic).

1 It would have been towards the end of 2013.

2 MR. BRENNAN: Sounds about right.

3 MALE PARTICIPANT: Yes.

4 MR. YOUNG: Okay. So since the end of 2013,  
5 you've been pretty much specifically working on El  
6 Faro?

7 MR. BRENNAN: Yes.

8 MR. YOUNG: Okay. Perfect. Thank you.  
9 Since you've been aboard the ship say for about two  
10 years on and off, you ever had any issues with the  
11 boiler that would have affected the ability to operate  
12 properly?

13 MR. BRENNAN: No.

14 MR. YOUNG: No issues whatsoever? No had to  
15 shut it down? It never failed on you?

16 MR. BRENNAN: No.

17 MR. YOUNG: While we're talking about  
18 boilers, I'll start just passing around the table if  
19 anyone has any boiler or steam questions while we're on  
20 the boiler.

21 MR. O'DONNELL: Lou O'Donnell, ABS. You  
22 said the last trip you were on, so this is  
23 approximately say two months, two and a half months ago  
24 you guys did all the boiler automation, all the trips,  
25 shutdowns, high and low water and everything. Were you



1 present when that happened?

2 MR. BRENNAN: Yes.

3 MR. O'DONNELL: Was there ABS, (inaudible)  
4 or a Coast Guard present when this happened?

5 MR. BRENNAN: No. We just did it for  
6 ourselves to know that it worked.

7 MR. O'DONNELL: Okay. So through your PM  
8 system you were --

9 MR. BRENNAN: Yes.

10 MR. O'DONNELL: -- doing this? Okay.  
11 Another question, when you do your regular blow downs,  
12 if you do the continuous blow, I imagine you don't do  
13 this --

14 MR. BRENNAN: Once a month.

15 MR. O'DONNELL: Yes, do a continuous blow  
16 up. When you do a good bottom blow, maybe when you're  
17 in port, I don't know if you have a procedure. But  
18 when you give the boiler a good blow, do you test all  
19 your low water alarms, test your low, low low, go all  
20 the way down to the low low to cut your fires and --

21 MR. BRENNAN: I have never tested the low  
22 low one, but we do low and high every time. So  
23 basically when I do my bottom blow import, I'll fill  
24 the boiler up until I get the high alarm. And then  
25 I'll start blowing down, and I'll blow down until I get

1 the lower one.

2 MR. O'DONNELL: Okay. So you only blow down  
3 as far as the low. Okay. You stated the operating  
4 pressure was 860 psi. Do you remember was that pretty  
5 normal? Did different chiefs possibly have, I mean I  
6 know they can adjust with the open valve PLC controls.

7 You can adjust steam pressure even at super  
8 heated temperature and all that, kind of dial in what  
9 they want. Do you know if different chiefs or  
10 different firsts like to operate the boiler at high or  
11 lower pressures, you know, maybe say between 850 and  
12 900?

13 MR. BRENNAN: No. It's always been at 860  
14 every trip I've been on with both chiefs.

15 MR. O'DONNELL: Okay. Thank you.

16 [REDACTED] In your time onboard, [REDACTED],  
17 U.S. Coast Guard, has there been any major maintenance  
18 performed on the boiler that you know of?

19 MR. BRENNAN: Maybe a couple super heater  
20 had old plugs. That's about it, but I don't really  
21 consider that major maintenance.

22 [REDACTED] The Okigawa (phonetic) unit --

23 MR. BRENNAN: Yokogawa.

24 [REDACTED] Yokogawa, is that what it is?

25 MR. BRENNAN: Yes.

1           ██████████ The unit, does that record  
2 alarms? Does it get a history of any type or anything,  
3 or does it just tell you or --

4           MR. BRENNAN: I don't think so.

5           ██████████ So it's just a visual indicator,  
6 panel, trying to understand what it is.

7           MALE PARTICIPANT: PID controller. Wouldn't  
8 you say?

9           (Simultaneous speaking)

10          ██████████ So is there any other recording  
11 in the engine room that saves any type of alarm or  
12 anything?

13          MR. BRENNAN: I'm not sure.

14          ██████████ All right. Any common alarms  
15 that you had, any like pattern of alarms or anything  
16 that were --

17          MR. BRENNAN: Nothing that would have  
18 (inaudible).

19          ██████████ (Inaudible).

20          MR. BRENNAN: No.

21          ██████████ Okay. Thank you.

22          MALE PARTICIPANT: My question's, or I'll  
23 relay it to the board of course, but at some point  
24 they're going to get, later there's going to be  
25 (inaudible). And some of these questions that can wait

1 and ask later. You want to (inaudible) that kind of --

2 MR. YOUNG: Keep it to the boiler world, if  
3 you don't mind.

4 MALE PARTICIPANT: Okay. What I'll just  
5 explain, I'm just briefly trying to get into some of  
6 the (inaudible) and maintenance and training and that  
7 sort of thing. So I'll just ask when we get to general  
8 settings.

9 MR. YOUNG: Okay. Just introduce yourself  
10 please into the microphone.

11 MR. MILLAR: It's Michael Millar with ABS.  
12 Question, the boiler alone, what, where does it sound,  
13 what does it sound like? Is it distinct from other  
14 alarms?

15 MR. BRENNAN: Boiler alarm is, a normal  
16 general alarm, well, not the general one. But the  
17 normal alarm on the panel is just going to be a  
18 constant sound. If there's a major or a boiler alarm  
19 specific to one of the boilers, it's an anh, anh, anh.  
20 So it's like a pulsating alarm.

21 MR. MILLAR: So it's definitely distinct and  
22 can be heard?

23 MR. BRENNAN: Yes. It's very distinct.

24 MR. MILLAR: And it can be heard throughout  
25 the engine room?

1 MR. BRENNAN: Yes.

2 MR. MILLAR: Are there automation alarms in  
3 the living quarters tied to boiler alarms, and do they  
4 go off as well?

5 MR. BRENNAN: The, I believe the only alarm  
6 we have there in the living quarters is the all call  
7 alarm, and that's just like an all, everything hits the  
8 fan. Ring that, and it'll ring everyone on deck.

9 MR. MILLAR: Okay. And does that need to be  
10 activated by the person on watch?

11 MR. BRENNAN: It gets activated from the  
12 console, yes.

13 MR. MILLAR: Okay. Are there any other  
14 activation points in the engine room?

15 MR. BRENNAN: For the all call alarm, no.

16 MR. MILLAR: Has there been any history of a  
17 flare pack?

18 MR. BRENNAN: Not when I've been onboard,  
19 no.

20 MR. MILLAR: And are you conducting any fuel  
21 switching operations while the vessel is underway?

22 MR. BRENNAN: No.

23 MR. MILLAR: So you're using one consistent  
24 fuel?

25 MR. BRENNAN: Yes.

1 MR. MILLAR: Off the top of my head, I  
2 probably have more. I just haven't gotten to them yet.

3 MR. YOUNG: Jim, you all set?

4 MR. FISHER-ANDERSON: No further questions  
5 for (inaudible).

6 MR. YOUNG: Okay. We may come back to the  
7 boiler. We're just trying to keep it maybe system by  
8 system so we're not firing totally random questions at  
9 you. Okay? Maybe we'll move on from, unless there's  
10 any other boiler questions, steam fuel.

11 Okay. I'll ask with fuel. Are you involved  
12 with bunkering (phonetic)?

13 MR. BRENNAN: Yes.

14 MR. YOUNG: You are, and I know the ship  
15 always has a sample, and are you aware of the company,  
16 the barge who maintains samples of the fuel?

17 MR. BRENNAN: We maintain a sample for  
18 every, I believe, 12 months we maintain samples.

19 MR. YOUNG: Onboard the ship?

20 MR. BRENNAN: Yes.

21 MR. YOUNG: Okay. Have you ever had any  
22 issues with water in the fuel or contaminants in the  
23 fuel that --

24 MR. BRENNAN: No.

25 MR. YOUNG: -- affected your boilers? On

1 your normal watch, you have an OMU. What is the  
2 function of the OMU?

3 MR. BRENNAN: OMU makes a round, takes down  
4 the numbers, round every hour, walk around just keeping  
5 an eye on things. If he notices anything out of the  
6 ordinary that I haven't already noticed, lets me know.  
7 He's just pretty much there as an extra set of eyes.

8 MR. YOUNG: And it's just the two of you on  
9 watch together?

10 MR. BRENNAN: Yes.

11 MR. YOUNG: And once he gives you your  
12 numbers, do you put the numbers into a --

13 MR. BRENNAN: I put them in the log book,  
14 yes.

15 MR. YOUNG: Okay. And how does that get, is  
16 that done electronically?

17 MR. BRENNAN: No, it's all written.

18 MR. YOUNG: And from there, how does the  
19 chief get those numbers?

20 MR. BRENNAN: I bring the log book up at  
21 noon every day, and the chief does his noon reports and  
22 gets all his numbers.

23 MR. YOUNG: Okay. And I think the noon  
24 report gets sent in to the company.

25 MR. BRENNAN: Yes.

1 MR. YOUNG: Okay. When you are working  
2 overtime from 8:00 to 12:00, what do you typically do  
3 on your overtime period?

4 MR. BRENNAN: I guess it depends on what  
5 needs to be done on the PMS, feed pump maintenance,  
6 change the oil, change the filters. I mean --

7 MR. YOUNG: Would you say that your  
8 maintenance that you do during overtime period is based  
9 on the AMOS (phonetic) system?

10 MR. BRENNAN: Yes.

11 MR. YOUNG: Okay. And do you have your own  
12 sign in for AMOS and you have a list of jobs based on  
13 your position?

14 MR. BRENNAN: Yes.

15 MR. YOUNG: So as a second engineer, it's  
16 going to come up with a bunch of work to do. How do  
17 you determine which of those jobs to do each day?

18 MR. BRENNAN: The first engineer will  
19 delegate to me what needs to be done and what's more  
20 prominent or what's the word I'm looking for, what  
21 needs to be done first. And then from there, I'll go  
22 on and then I'll get the important jobs done first.  
23 And then I'll go on to secondary jobs.

24 And once I get the jobs done, I report to  
25 the first. He'll put it in the computer and then go



1 from there. And it's usually once a month, and once my  
2 list is done, then I'll move on to other things.

3 MR. YOUNG: Okay. So at the end of a  
4 maintenance period, let's say you worked on the feed  
5 pump and it's complete, you don't enter any maintenance  
6 history into the computer. Someone else does it?

7 MR. BRENNAN: Yes.

8 MR. YOUNG: Okay. Do you get a printout  
9 from paper of what to do?

10 MR. BRENNAN: Yes.

11 MR. YOUNG: So the first will print out, and  
12 you'll work for the day and hand you --

13 MR. BRENNAN: Yes.

14 MR. YOUNG: -- a bunch of paperwork. When  
15 the job is complete, you give him the paper back. He  
16 enters everything in AMOS.

17 MR. BRENNAN: Yes.

18 MR. YOUNG: Okay. Have you ever had any  
19 reason to use AMOS?

20 MR. BRENNAN: No. I check it myself just to  
21 look at updates just to see what I'm looking at in the  
22 future for like maybe like look a month in advance to  
23 know what I need to prepare for.

24 MR. YOUNG: Do you do any ordering in AMOS,  
25 parts?

1 MR. BRENNAN: No.

2 MR. YOUNG: What if you did need a part in  
3 some project you're working on?

4 MR. BRENNAN: I tell the first, and he tells  
5 the chief.

6 MR. YOUNG: Okay. Have you ever had an  
7 issue where you need parts, and you've told the first  
8 or chief and you have not received them?

9 MR. BRENNAN: No.

10 MR. YOUNG: Is the turnaround time  
11 relatively quick for parts?

12 MR. BRENNAN: Yes.

13 MR. YOUNG: What if, how would it go about  
14 that if in AMOS you are starting to fall behind in your  
15 jobs. Would you know about it via AMOS, or would  
16 someone tell you?

17 MR. BRENNAN: I'd know about it immediately.

18 MR. YOUNG: Immediately.

19 MR. BRENNAN: Because I know. I look at, I  
20 get the full month's list in AMOS in advance. So I  
21 know exactly what needs to be done, and then I'll plan  
22 my month around that depending on boiler cleaning and  
23 blow down and stuff like that.

24 MR. YOUNG: Okay.

25 MR. BRENNAN: If I'm falling behind, which

1 hasn't happened, I'll know in advance.

2 MR. YOUNG: Are simple daily tasks in AMOS,  
3 such as testing the boiler water? Is that a daily  
4 entry that has to be put into AMOS?

5 MR. BRENNAN: I don't enter that in AMOS,  
6 no. And that goes in the Drew Marine.

7 MR. YOUNG: Okay. So it's not connected to  
8 AMOS?

9 MR. BRENNAN: No. And then anything else I  
10 do outside of AMOS gets entered into a log book.

11 MR. YOUNG: The same log book that you put  
12 your numbers in?

13 MR. BRENNAN: Yes.

14 MR. YOUNG: Okay.

15 MR. BRENNAN: Such as like blowing tubes,  
16 transferring fuel, stuff like that.

17 MR. YOUNG: Okay. When you're at sea, how  
18 much fuel do you transfer?

19 MR. BRENNAN: When I'm, when I was onboard,  
20 I like to keep it, I'd fill it up to around twelve,  
21 1250 barrels in the settler tank. And then I'd never  
22 let it get below 800 when I'm at sea.

23 MR. YOUNG: So you would transfer from  
24 something above 800 and wouldn't go above 1250?

25 MR. BRENNAN: Yes.

1 MR. YOUNG: So about --

2 MR. BRENNAN: 1250, 1300 depending on --

3 MR. YOUNG: So about 400 pounds?

4 MR. BRENNAN: Roughly, 400, 500, somewhere  
5 around there.

6 MR. YOUNG: Is there a little alarm in the  
7 settler?

8 MR. BRENNAN: Yes. It's right around, it's  
9 450 I believe. It might even be a little higher.

10 MR. YOUNG: Okay. So just in terms of AMOS  
11 maintenance, PMS, if anyone else has any other  
12 questions. We'll go around the table.

13 MALE PARTICIPANT: No further questions.

14 [REDACTED] Coast Guard. Was  
15 there a lot of deferred maintenance that you were aware  
16 of? Did you have overdue maintenance or anything being  
17 deferred until the shipyard (phonetic)?

18 MR. BRENNAN: No, not that I know of.

19 [REDACTED] Okay. Thank you.

20 MALE PARTICIPANT: When you say you maintain  
21 your fuel level at the range that you were saying, is  
22 that the established shipboard policy, or is that just  
23 something you did as a --

24 MR. BRENNAN: It's shipboard policy. It's  
25 whatever the chief tells me to do pretty much.

1 MALE PARTICIPANT: And how was that  
2 communicated? How do you know that's the, what you're  
3 expected to do?

4 MR. BRENNAN: Can you reword that?

5 MALE PARTICIPANT: So you do that? So you  
6 go onboard.

7 MR. BRENNAN: Yes.

8 MALE PARTICIPANT: And you're, well let me  
9 ask you this.

10 MR. BRENNAN: We have the chief engineer's  
11 standing orders.

12 MALE PARTICIPANT: Okay. Good, good. And  
13 give me an example of some of the things that might be  
14 in there. Let me just do a AMOS. Okay. So just for  
15 that aspect, like with the (inaudible) thing.

16 MR. BRENNAN: So like an example of a chief  
17 engineer's standing orders for the second engineer, it  
18 goes through everything. And it'll be, it gives you  
19 the boiler shutdown and startup procedure for blow down  
20 and what they require for that. That would be one  
21 example.

22 When they want you to blow tubes twice a  
23 day, that would be an example, except for when we come  
24 into port. I won't blow tubes in the morning if we're  
25 coming in early.

1 MALE PARTICIPANT: Okay. So it's  
2 communicated through the chief --

3 MR. BRENNAN: Yes.

4 MALE PARTICIPANT: -- of your standing  
5 orders. Thank you.

6 MALE PARTICIPANT: No further questions.

7 MR. YOUNG: Okay. Great. Is any of your  
8 maintenance related to work on the turbo generators or  
9 the main turbines or the reduction gear set, the  
10 propulsion set?

11 MR. BRENNAN: No.

12 MR. YOUNG: No?

13 MR. BRENNAN: Not at a second, no.

14 MR. YOUNG: Okay. Who would be the person  
15 that would do work on say the production gear?

16 MR. BRENNAN: The first engineer is the  
17 overall overseer of the generators and all that stuff.  
18 But the third engineers will do, they'll clean the  
19 coolers and the 12:00 to 4:30 engineer will purify the  
20 oil in the offline generator once a month.

21 And he's in charge of the Mobil oil  
22 purifiers and that stuff. But anything, any main like  
23 the high speed coupling, low speed coupling for the  
24 generators, the first will oversee all that. He's in  
25 charge of that --

1 MR. YOUNG: Okay.

2 MR. BRENNAN: -- depending on who the chief  
3 is and how confident he is, which is with our crew, I'm  
4 very confident in our crew and the chief and first.  
5 And everything gets done in a timely manner, and we're  
6 a very tight knit crew. Get things done, kept the ship  
7 running great.

8 MR. YOUNG: Good. Did you ever have any  
9 issues with the turbo generators in terms of failures,  
10 alarms not operating properly on your time of the ship?

11 MR. BRENNAN: No.

12 MR. YOUNG: Any issues with the generators?

13 MR. BRENNAN: No.

14 MR. YOUNG: How about the emergency  
15 generator? I know it's testing monthly from what we  
16 heard, but any issues with that on the monthly test?

17 MR. BRENNAN: No.

18 MR. YOUNG: When it was tested monthly, we  
19 understand through a previous interview, someone would  
20 sort of break it down below, kill the power up to the  
21 generator. How does that --

22 MR. BRENNAN: Two hour load test.

23 MR. YOUNG: Two hour load test. How does  
24 that generator start? Is it hydraulic, or is it  
25 battery?

1 MR. BRENNAN: It's hydraulic.

2 MR. YOUNG: It's hydraulic. Is that  
3 something that's checked, is the hydraulic pressure  
4 accumulator at any --

5 MR. BRENNAN: I don't have any part in that,  
6 so.

7 MR. YOUNG: Okay. Had you ever heard of any  
8 problems with the emergency generator whatsoever --

9 MR. BRENNAN: No.

10 MR. YOUNG: -- or seen any issues with it?  
11 Okay.

12 MR. BRENNAN: Actually, now that I think  
13 about it again, how the emergency generators started,  
14 can I scratch that answer --

15 MR. YOUNG: Sure.

16 MR. BRENNAN: -- and say I'm not sure?

17 MR. YOUNG: Yes. Kind of brings us into  
18 the, you brought us into a nice way into the crew, the  
19 rest of the crew on there. The chief that is on is  
20 Richard?

21 MR. BRENNAN: Pusatere.

22 MR. YOUNG: Pusatere. Can you describe your  
23 working relationship with him, and have you worked with  
24 him --

25 MR. BRENNAN: Yes. I've worked for him a



1 bunch.

2 MR. YOUNG: -- for an extended period of  
3 time? A bunch? Would you say you worked --

4 (Simultaneous speech)

5 MR. YOUNG: -- or the other chief?

6 MR. BRENNAN: I've worked with James  
7 Robinson a little bit more, but I mean I get time with  
8 both. But I'm very confident in Rich. He's very  
9 confident in everything he knows. He's very  
10 meticulous.

11 He has steps for everything, and I love  
12 working for the guy because he's very sure about  
13 everything he does. And he's very confident. I have  
14 full confidence in him as a chief engineer.

15 MR. YOUNG: How would you describe, let's  
16 talk about the chief, Rich Pusatere, his safety culture  
17 and the way he transmits safety to your department.

18 MR. BRENNAN: Safety?

19 MR. YOUNG: Yes.

20 MR. BRENNAN: He's very safe. That's one of  
21 the things that he's very, that's one of the things  
22 he's, safety always, safety's always first.

23 MR. YOUNG: And how do you know, why, what  
24 makes you say that?

25 MR. BRENNAN: Many times before we do jobs,

1 anything, it's always, we always talk about it first.  
2 We'll have a meeting and go through things and make  
3 sure everyone knows what their job is, what they're  
4 going to do and no one's confused.

5 If anything happens, they know what to do.  
6 And he always makes sure that whatever we're doing,  
7 everyone is confident in their part of the job before  
8 we even start.

9 MR. YOUNG: Are you required to have  
10 meetings prior to, like a toolbox talk?

11 MR. BRENNAN: I don't believe we're required  
12 to, but we do as another safety precaution just so that  
13 everyone's on the same page.

14 MR. YOUNG: When you did come aboard the  
15 ship, speaking of crew and all, were you familiarized  
16 with your job area?

17 MR. BRENNAN: Yes.

18 MR. YOUNG: How did that take place?

19 MR. BRENNAN: I was actually familiarized  
20 with the second's job when I was sailing third, which  
21 was nice because I got to go walk around with the  
22 second engineer.

23 And I learned everything firsthand and  
24 actually got to touch things and knew how to not to  
25 like, so that was very helpful. So when I came on, I

1 pretty much just walked right into the job and I knew  
2 what to do so.

3 MR. YOUNG: And is there a formal process  
4 for familiarizing new crew members into the engine  
5 room?

6 MR. BRENNAN: Yes. And then so I guess if  
7 we, if I was a new second engineer, I'd never sailed on  
8 the ship, obviously you'd get the turnover notes. And  
9 we'd take you down and show you around the principles  
10 of everything.

11 But then we always have the first and the  
12 chief and people who have always been on there, they'll  
13 help you with anything you're not sure of.

14 MR. YOUNG: And are you required to complete  
15 turnover notes after every rotation?

16 MR. BRENNAN: Yes.

17 MR. YOUNG: Are you required to send them to  
18 anybody?

19 MR. BRENNAN: I always give the chief a  
20 copy, and he critiques them, sends them back to me to  
21 make sure I have everything in them.

22 MR. YOUNG: Speaking of critiquing, are you  
23 ever critiqued formally?

24 MR. BRENNAN: Yes.

25 MR. YOUNG: I know you're probably critiqued

1 every day after watch, but is there a formal evaluation  
2 for you?

3 MR. BRENNAN: We get the, at the end of  
4 every tour, the chief engineer gives a personal  
5 evaluation. And I believe that gets sent in to the  
6 company as well. And then I get my own copy, too.

7 MR. YOUNG: And is that an extensive list  
8 with a bunch of comments, or is it one checkbox?

9 MR. BRENNAN: It's a couple of checkboxes,  
10 and then there's a section for comments. And it's  
11 pretty thorough. It goes through everything.

12 And it's, you could read one and pretty much  
13 tell how competent the sailor is at his job and how  
14 confident the chief is. And if he has any comments and  
15 other things, he'll write them down.

16 MR. YOUNG: And do you evaluate anybody?

17 MR. BRENNAN: No.

18 MR. YOUNG: Do you know if the chief is  
19 evaluated?

20 MR. BRENNAN: I'm not sure. I don't think  
21 so.

22 MR. YOUNG: How frequently did you guys have  
23 safety meetings?

24 MR. BRENNAN: How frequently we have safety  
25 meetings, that's up to the captain. We have, we

1 always, we have a drill once every week. And then  
2 usually, I think once a month we'll do the drill, and  
3 we'll do a safety meeting.

4 But we've done multiple safety meetings per  
5 month. It depends on any incidents that's happened.  
6 Give the crew a chance to talk back and get some  
7 feedback from the crew. But every drill we did every  
8 week was always very thorough.

9 We lowered the boats. We go through  
10 different scenarios, ran all the fire hoses, ran all  
11 that stuff. It was very thorough (inaudible), kind of  
12 annoying actually.

13 MR. YOUNG: And within the engine  
14 department, did you guys have an engine department  
15 safety meeting at any time?

16 MR. BRENNAN: We're pretty much, not  
17 specifically. I mean if we're going into like a big  
18 job and we got to move something around, and we got to  
19 do something big, we'll have a meeting before that but  
20 nothing too formally, unless you're talking like going  
21 into tanks and job hazard analysis forms and that  
22 stuff. That's required, so that gets done.

23 MR. YOUNG: And how are you made familiar  
24 with the SMS system, which includes per bits (phonetic)  
25 and risk analysis. Is there any sort of briefing on

1 that for you guys?

2 MR. BRENNAN: Yes. We actually, the whole  
3 ship gets briefed on those during the safety meetings  
4 and goes over there. And actually everyone, so I get to  
5 learn a little bit of the deck side.

6 And the guys on the deck side get a little  
7 bit what goes on in the engine room with the permits  
8 and stuff. We pass the form around to see what they  
9 look like.

10 MR. YOUNG: Okay. Have you ever been  
11 involved with an audit for the SMS system?

12 MR. BRENNAN: We had an audit two tours ago.  
13 I'm not sure.

14 MR. YOUNG: In general, the safety culture  
15 of the ship, in general, and the safety culture of the  
16 engine department, how would you describe the safety  
17 culture? Do you feel safe?

18 MR. BRENNAN: Immaculate.

19 MR. YOUNG: Immaculate.

20 MR. BRENNAN: I feel very comfortable, very  
21 safe on that vessel.

22 MR. YOUNG: Okay. Good to hear. If you did  
23 have a safety concern where you felt like you weren't  
24 being treated right, is there any way for you to relay  
25 this to the office?

1 MR. BRENNAN: Yes. Call, I believe the  
2 designated person ashore is Captain John Lawrence. Is  
3 that still?

4 MR. YOUNG: Yes.

5 MR. BRENNAN: Yes. So if there was a  
6 situation I have on the ship and I couldn't get it  
7 resolved with the crew, then I could always call the  
8 designated person ashore and then go from there. But  
9 there's, really never had any problems. We're all a  
10 pretty tight knit crew. Everything works out great.

11 MR. YOUNG: Okay. I'll pass it around.  
12 We're talking about personnel, safety management  
13 system, safety meetings.

14 MALE PARTICIPANT: No further questions from  
15 me.

16 MALE PARTICIPANT: Nothing.

17 MR. SHEPHERD: So you already described  
18 briefly, Mike, when you came onboard you went through,  
19 someone come onboard had to get some indoctrination.  
20 All right. So following somebody's been onboard and  
21 then you say you've been off for nine weeks now?

22 MR. BRENNAN: Yes.

23 MR. SHEPHERD: If you were to go back, is  
24 there anything you have to go through before they put  
25 you back on watch?

1 MR. BRENNAN: For my job in particular, the  
2 second engineer, we have also a working list. So  
3 everyday, that's another, I forgot to say that for like  
4 the AMOS and PMS stuff and PMS, but everyday when I do  
5 something, I'll log into the computer.

6 And I'll put the dates, so I did so and so.  
7 I did so and so, and so when the next second engineer  
8 comes on, he can go back and look and see exactly  
9 what's been done and when it was done and when it needs  
10 to be done again.

11 MR. SHEPHERD: Thanks. Let me, and I forgot  
12 to mention. This is Al Shepherd with ABS on the record  
13 again. Sorry.

14 MR. BRENNAN: So records of everything being  
15 done, very, yes.

16 MR. SHEPHERD: Good. You mentioned about  
17 having a tight knit crew. That's good. Most of the  
18 (inaudible) we've been on both kinds of crews, so it's  
19 good to have a crew we can have that.

20 MR. BRENNAN: It's good. I enjoy coming  
21 back to the ship because I love the guys I work with.

22 MR. SHEPHERD: Right. What do you think  
23 instills that kind of tight knitness?

24 MR. BRENNAN: I'm not sure. I guess when  
25 you have a good running engine room, everything runs



1 good. Everybody has their job. It gives us time to  
2 really become more than just coworkers.

3 You can focus on getting to know each other  
4 a little better and then go from there. And just  
5 everybody kind of just meshes.

6 MR. SHEPHERD: You think you have good  
7 support and connection with shore side aspect of the  
8 company?

9 MR. BRENNAN: Yes.

10 MR. SHEPHERD: All right, so you have the --

11 MR. BRENNAN: Yes.

12 MR. SHEPHERD: -- free to communicate or  
13 feel like it's good communication --

14 (Simultaneous speaking)

15 MR. BRENNAN: Yes.

16 MR. SHEPHERD: And safety meetings, is there  
17 some kind of group discussion as well. Maybe just you  
18 said that there were, you had critiques of the drills  
19 but also you had some things that you went over  
20 (inaudible). Just talk about a typical safety meeting.

21 MR. BRENNAN: Yes. So usually, the typical  
22 safety drill, we get the general alarm. We'll all go  
23 meet in the galley, and then we'll get, we'll figure  
24 out from there what we're going to do, if we're going  
25 to do, what type of drill it will be, so which hoses

1 we're going to run out if it's going to be like a paint  
2 locker fire.

3 If it's going to be an engine room fire,  
4 figure out what needs to be done. Then we'll go assess  
5 that and bring all the hoses out, dual connections, CO2  
6 and all that stuff.

7 And then after that, we'll wrap that up.  
8 And then we'll go run the fire pumps, the general  
9 emergency fire pump, and then we'll run a couple hoses  
10 out. And then once a month you run the sprinkler pump  
11 as well.

12 We had to run extra hoses out for that. We  
13 also have the anchor washes open. And then the aft  
14 clear (phonetic), that we'll come up and we'll lower  
15 the boats, bring the boats back.

16 And then after everything is done, then  
17 we'll go back into the galley. And we'll have a  
18 meeting and discuss what we did and if anything went  
19 wrong. And then everyone will have a chance to talk.  
20 And then we'll go over any pressing issues. It's very  
21 thorough.

22 MR. SHEPHERD: Where would these discussions  
23 take place?

24 MR. BRENNAN: In the crew galley.

25 MR. SHEPHERD: Okay. Usually it was the

1 captain who was leading the discussion?

2 MR. BRENNAN: Yes. The captain, well, the  
3 chief may usually discuss and then captain will come in  
4 and recap everything at the end.

5 MR. SHEPHERD: And besides the drills and  
6 critiquing the drills, what other kind of safety issues  
7 were brought up?

8 MR. BRENNAN: I mean we didn't really have  
9 any safety issues.

10 MR. SHEPHERD: Were there ever indications  
11 where something happened with another vessel in the  
12 fleet, and then you were getting words from --

13 MR. BRENNAN: Yes, we've had that a couple  
14 times, just anything else going on in the fleet and  
15 what we can do to not do the same thing.

16 MR. SHEPHERD: Right.

17 MR. BRENNAN: What's that, near miss  
18 reports?

19 MR. SHEPHERD: Yes, right. Okay. Good.  
20 And how about, I'm going to jump down to the toolbox  
21 talks, the talks you have. The chief led those quite  
22 often or the first?

23 MR. BRENNAN: Depends on what, how big the  
24 job is. I mean either one of them, they're both very  
25 confident in each other. It's whatever needs to be

1 done. I mean if it's something really, if it's a  
2 really important job and everybody's involved, then  
3 we'll all get down and get in a meeting and figure out  
4 what's going on before we actually do it.

5 MR. SHEPHERD: Okay. What kind of, I'm  
6 trying to tie it to the safety management system.  
7 Yours was computer based?

8 MR. BRENNAN: Yes, I believe.

9 MR. SHEPHERD: It wasn't paper based, right?  
10 It was bulky?

11 MR. BRENNAN: No.

12 MR. SHEPHERD: You could go on the computer  
13 and --

14 MR. BRENNAN: Yes.

15 MR. SHEPHERD: And there were a variety of  
16 things that dealt with standard shipboard operations?

17 MR. BRENNAN: Yes.

18 MR. SHEPHERD: Can you hit on some of those?

19 MR. BRENNAN: Can I pass on that question?

20 MR. SHEPHERD: Sure.

21 MR. BRENNAN: I mean it's a vast majority of  
22 things, so I'd have to really look at it.

23 MR. SHEPHERD: Right. I guess what I'm  
24 trying to get is just you can pass certainly. I'm not  
25 here to try to push something on you. I guess what I

1 was trying to get to is your level of familiarity with  
2 the safety manuals. Were you conversant with it? Were  
3 you given any kind of training --

4 MR. BRENNAN: Yes.

5 MR. SHEPHERD: -- to use the safety manuals?

6 MR. BRENNAN: Yes.

7 MR. SHEPHERD: Can you just describe some of  
8 that? Was it computer based training as part of your,  
9 that's if you had some? It's not required. It's just  
10 if you have it. Different companies do things, same  
11 things different ways.

12 MR. BRENNAN: I guess I'm kind of lost on  
13 this question. I don't know.

14 MR. SHEPHERD: All right. I'm going to stop  
15 here. Thank you, Michael.

16 MR. MILLAR: You've been able to access the  
17 safety management system, right, on the computer?

18 MR. BRENNAN: Yes.

19 MR. MILLAR: So you look up like a job  
20 description?

21 MR. BRENNAN: Yes, I can, because you have  
22 the computer up on the, on our engineering deck. And  
23 then we also have a computer down in the engine room  
24 and the control console.

25 MR. MILLAR: And if you wanted to search for

1 something, was there a search feature?

2 MR. BRENNAN: Yes.

3 MR. MILLAR: So you magically control --

4 (Simultaneous speech)

5 MR. BRENNAN: Yes, pretty much from the, and  
6 from any one of the computers on the ship.

7 MR. MILLAR: By the way, this is Mike Millar  
8 of ABS asking him questions. Can I ask a couple  
9 questions about the boiler?

10 MR. YOUNG: Sure.

11 MR. MILLAR: Okay. You've got two main  
12 boilers?

13 MR. BRENNAN: Yes.

14 MR. MILLAR: How many burners each?

15 MR. BRENNAN: Three in each boiler.

16 MR. MILLAR: And is there any time, would  
17 you always run both boilers or --

18 (Simultaneous speech)

19 MR. BRENNAN: Yes, both boilers are always  
20 running.

21 (Simultaneous speech)

22 MR. BRENNAN: -- we need to shut down, or if  
23 we have to leave on one boiler and do some major  
24 maintenance or something.

25 MR. MILLAR: Okay.

1 MR. BRENNAN: But both boilers are always  
2 running, yes.

3 MR. MILLAR: Okay. So you would only take a  
4 boiler down for major maintenance?

5 MR. BRENNAN: Or routine maintenance, like  
6 if I'm blowing down.

7 MR. MILLAR: Okay. Is it, was there any  
8 guides to run one boiler only for any particular reason  
9 other than taking the other boiler down for  
10 maintenance?

11 MR. BRENNAN: Can you rephrase that?

12 MR. MILLAR: For example, if I want to run  
13 on one boiler just because I want to save fuel.

14 MR. BRENNAN: No.

15 MR. MILLAR: Okay. All right. And back to  
16 the, no, I think that's it. That's good. Thank you.

17 MR. YOUNG: Anything else with SMS, safety  
18 management system?

19 MR. O'DONNELL: I just have, Lou O'Donnell,  
20 ABS, one question. When you were onboard, how did you  
21 see the relationship between the captain, the chief  
22 engineer, deck and engine?

23 You talk about the engine crew. I don't  
24 know if you were just referring to the engine crew as a  
25 tight knit group usually. But did the deck and the

1 engine crew mesh together very well?

2 MR. BRENNAN: Yes, very well.

3 MR. O'DONNELL: Okay. That's it then.

4 MR. BRENNAN: We eat at the same tables in  
5 the galley.

6 MR. O'DONNELL: Great.

7 MR. BRENNAN: We see each other all day.  
8 Everybody got along very well.

9 MR. O'DONNELL: Great. Good.

10 MR. BRENNAN: And I never saw any physical  
11 or verbal altercations between the chief and the  
12 captain. They always got along great. Sorry.

13 MR. O'DONNELL: Good. No, thank you.

14 MR. SHEPHERD: Can I ask one more? Al  
15 Shepherd again for ABS. Mike, you mentioned about the  
16 DPA, and you mentioned his name. How often did you see  
17 him?

18 MR. BRENNAN: Say it again.

19 MR. SHEPHERD: Designated person ashore. He  
20 came to the ship often?

21 MR. BRENNAN: Every once in a while, I mean  
22 when we're in Jacksonville, yes. I've seen him a  
23 couple times, but usually when he's onboard I'm either  
24 in the engine room or in my bunk sleeping.

25 MR. SHEPHERD: All right. Okay. Yes,



1 because of your watch schedule.

2 MR. BRENNAN: Yes.

3 MR. SHEPHERD: So the company does internal  
4 audits of the ships. Have you ever been involved in  
5 any of those?

6 MR. BRENNAN: We had an internal audit right  
7 before we had our COI inspection.

8 MR. SHEPHERD: And who was the auditor from  
9 the company?

10 MR. BRENNAN: I can't recall.

11 MR. SHEPHERD: Okay. All right. Good.

12 MR. YOUNG: Okay. It's Brian Young with the  
13 NTSB again. Talking about people, we understand as Lou  
14 asked about, the relationship between the captain, the  
15 chief and the engine department, deck department. Did  
16 you ever work with Captain Davidson?

17 MR. BRENNAN: Yes.

18 MR. YOUNG: You did. And did you ever have  
19 any interaction with him, or could you describe his  
20 personality and his demeanor?

21 MR. BRENNAN: Very upbeat guy, very nice,  
22 easy to talk to. I mean I've sailed with captains that  
23 just sit in their office, and they're really grumpy.  
24 And they don't want to talk.

25 He's very personable with everybody. He's a

1 great guy to sail with. If there was any problems, he  
2 was always there. Feel free to go in his office and  
3 talk anytime.

4 MR. YOUNG: And were there ever any issues  
5 with the captain in terms of maneuvering the ship or --

6 MR. BRENNAN: No.

7 MR. YOUNG: -- hitting anything, running to  
8 ground or anything that you've ever heard of?

9 MR. BRENNAN: No.

10 MR. YOUNG: We understand that a good  
11 portion of time they have a riding crew aboard your  
12 ship. Were you ever aboard when they had the Polish  
13 riding gang aboard?

14 MR. BRENNAN: No, I wasn't, not that I can  
15 recall.

16 MR. YOUNG: No. Did you have any riding  
17 gangs aboard with you?

18 MR. BRENNAN: Yes, Jeff Mathias (phonetic).  
19 He was a former chief. He was on the Greatland, and he  
20 was a chief on the Morro at first in the Morro as well.  
21 And he was doing a survey for the Alaska conversion, I  
22 believe, yes.

23 MR. YOUNG: So Jeff was board?

24 MR. BRENNAN: Yes.

25 MR. YOUNG: By himself or with a crew?

1 MR. BRENNAN: The last time when I was  
2 onboard, he was by himself.

3 MR. YOUNG: What was he looking into, doing  
4 to the ship?

5 MR. BRENNAN: Before I got off, they were  
6 working on the ramp deicing system, and they just got  
7 the buttersworth (phonetic). And he was working on  
8 piping schemes and figuring out what he needed and  
9 getting the list compromised or comprised. Sorry.

10 MR. YOUNG: So you never had any interaction  
11 with the riding gang whatsoever?

12 MR. BRENNAN: No.

13 MR. YOUNG: Okay.

14 MR. BRENNAN: Actually, I take that back. I  
15 didn't have any interaction, but I believe he might  
16 have had one or two guys with him. I was just busy  
17 running around, so I didn't really notice.

18 MR. YOUNG: Okay. One of the questions from  
19 one of our other groups about the ship itself was a  
20 watertight door. Do you know if there's any watertight  
21 doors between three hold and the engine room or any of  
22 the cargo holds and the engine room?

23 MR. BRENNAN: Are you talking coming from --

24 MR. YOUNG: Any of the cargo holds.

25 MR. BRENNAN: From the second deck or third

1 deck?

2 MR. YOUNG: Any deck to the engine room?

3 MR. BRENNAN: Yes. There's the big  
4 watertight door on the second deck, and then you got to  
5 go down. And then there's two watertight doors on both  
6 sides of the bowling alley as well. So it would take a  
7 lot for water to get down to the engine room.

8 MR. YOUNG: Okay.

9 MR. BRENNAN: That's a good question.

10 MR. YOUNG: Are those watertight doors  
11 typically closed --

12 MR. BRENNAN: Yes.

13 MR. YOUNG: -- at sea?

14 MR. BRENNAN: Yes.

15 MR. YOUNG: Okay. Are there any indicators  
16 down below that would tell the status of the watertight  
17 doors?

18 MR. BRENNAN: Yes, and they're testing every  
19 month.

20 MR. YOUNG: Monthly.

21 MR. BRENNAN: Oh, wait. Sorry. Did you say  
22 watertight door or bilge welds?

23 MR. YOUNG: Watertight doors.

24 MR. BRENNAN: No, there's no indicators for  
25 the watertight doors. Sorry.

1 MR. YOUNG: Okay.

2 MR. BRENNAN: I thought you said bilge  
3 welds.

4 (Simultaneous speaking)

5 MR. BRENNAN: I was just assuming you said  
6 indicators.

7 MR. YOUNG: So you do have bilge floats  
8 throughout the ship?

9 MR. BRENNAN: All cargo holds have bilge  
10 welds, and they get tested every month.

11 MR. YOUNG: And is that recorded in AMOS?

12 MR. BRENNAN: No, I don't believe so. It's  
13 just in the log book, and then they record it on the  
14 bridge, too.

15 MR. YOUNG: Okay. And I guess we're going  
16 to go to the sister ship tomorrow, so I'm going to try  
17 not to bombard you with questions about how the El Faro  
18 is set up. But a lot of people are concerned about the  
19 watertight doors and the scuttles.

20 Apparently, one of the scuttles had, was  
21 described as popping open the night at sea on the El  
22 Faro, between second deck and third deck is what we  
23 understand. Are you familiar with the scuttles between  
24 the car decks?

25 MR. BRENNAN: The manholes on the port and

1 starboard side?

2 MR. YOUNG: Is that what they refer to as a  
3 scuttle?

4 MR. BRENNAN: Yes.

5 MR. YOUNG: Okay. How are they actually  
6 secured?

7 MR. BRENNAN: I believe, it's a handwheel.  
8 They have four locking arms that when you turn the  
9 wheel, the arms rotate, and they both get in the four  
10 locking positions. So they're pretty well secured, so  
11 I can't, once they're shut, they're shut.

12 MR. YOUNG: Are they easy to open if you  
13 were underneath? Could you open it from underneath?

14 MR. BRENNAN: Yes. There's a wheel  
15 underneath, too, as well.

16 MR. YOUNG: A wheel. Are they weighted, so  
17 they would flip right up, or are they heavy?

18 MR. BRENNAN: They're very, very heavy.

19 MR. YOUNG: Could you do it and lift it?

20 MR. BRENNAN: Yes.

21 MR. YOUNG: From underneath?

22 MR. BRENNAN: Yes.

23 MR. YOUNG: Could I? There's no  
24 counterweight?

25 MR. BRENNAN: Say it again.

1 MR. YOUNG: There's no counterweight on it  
2 to assist it?

3 MR. BRENNAN: No.

4 MR. YOUNG: Okay. I'm going to pass it  
5 around for any other general questions about the ship.

6 MALE PARTICIPANT: The watertight door  
7 between third deck and the engine room, are you  
8 familiar with that door?

9 MR. BRENNAN: The watertight door on third  
10 deck or second deck?

11 MALE PARTICIPANT: Third deck.

12 MR. BRENNAN: On third deck?

13 MALE PARTICIPANT: Yes.

14 MR. BRENNAN: The big one?

15 MALE PARTICIPANT: The big one.

16 MR. BRENNAN: Yes.

17 MALE PARTICIPANT: There's a big watertight  
18 door.

19 MR. BRENNAN: Yes.

20 MALE PARTICIPANT: How big is this door?

21 MR. BRENNAN: It's just about as tall as the  
22 ship. I mean as tall as the deck.

23 MALE PARTICIPANT: Is it a soft patch, or is  
24 it, I mean is it like a temporary opening or --

25 MALE PARTICIPANT: He's talking about the

1 watertight doors that we actually run cargo through.

2 MALE PARTICIPANT: Oh, okay.

3 MALE PARTICIPANT: I think they're asking  
4 about the watertight door that's the manned door or  
5 they go next to the office there into three hole.

6 MR. BRENNAN: Okay.

7 MALE PARTICIPANT: That's what he's  
8 referring to.

9 MR. BRENNAN: Okay. So what's the question  
10 about it?

11 MALE PARTICIPANT: That door, do you know  
12 what type of door it is, the manned door?

13 MR. BRENNAN: Actually, no. I'd have to --

14 MALE PARTICIPANT: Okay. That's okay. No  
15 further questions.

16 [REDACTED] [REDACTED] with the Coast Guard.  
17 Do you keep any records with regards to anything that  
18 goes onto the ship personally, outside of the official  
19 log in the engine room? Do you have your own laptop,  
20 or do you keep any type of spreadsheet or any type of  
21 record of anything that you do?

22 MR. BRENNAN: Me personally?

23 [REDACTED] Personally, yes, for your own  
24 personal reference, to go back to or anything like  
25 that.



1 MR. BRENNAN: Down in the engine room on the  
2 engine room computer I log all my stuff that I get  
3 done.

4 [REDACTED] All right, but you don't have  
5 like a laptop that you --

6 MR. BRENNAN: No.

7 [REDACTED] -- keep in your state room that  
8 you bring home with you?

9 MR. BRENNAN: Well, I have a laptop in my  
10 state room, but I don't log anything on it.

11 [REDACTED] Okay.

12 MR. BRENNAN: I don't have anything. I just  
13 use it for music.

14 [REDACTED] All right. Did by any chance,  
15 did you have any communications with anybody that's  
16 onboard the ship? When were you scheduled to go back  
17 onboard the ship?

18 MR. BRENNAN: I was scheduled to go back  
19 this upcoming Tuesday.

20 [REDACTED] So did you have any  
21 communications with your counterparts or anybody about  
22 the relief for the upcoming --

23 (Simultaneous speaking)

24 [REDACTED] -- any phone calls or anything?

25 MR. BRENNAN: I was very good friends with

1 the third engineer, Mike Holland, and I talked to him  
2 every once in a while when he's port but just seeing  
3 how he's doing and stuff.

4 And I got one communication with Howie via  
5 cell phone giving me the friendly reminder that my two  
6 week notice and ready to come back to the ship.

7 [REDACTED] That's the worst email.

8 MR. BRENNAN: My response was all right.  
9 I'll see you.

10 [REDACTED] So in those conversations, was  
11 there anything that came up about the weather or the  
12 (inaudible) or anything, any concern?

13 MR. BRENNAN: No. I didn't even have any  
14 idea until I got the call from Melissa what had  
15 happened, and I was, after that it was all Internet and  
16 speculation.

17 [REDACTED] Any conversations about meetings  
18 going on in the engine room --

19 MR. BRENNAN: No.

20 [REDACTED] -- any big jobs going on or  
21 nothing?

22 MR. BRENNAN: No. It's the last thing I try  
23 to think about when I'm on vacation.

24 [REDACTED] So you mentioned earlier that  
25 you had, you were onboard when they did the COI and

1 some of the surveys.

2 MR. BRENNAN: Yes.

3 [REDACTED] Did you guys spend a lot of time  
4 preparing for the COIs when you knew they were coming?

5 MR. BRENNAN: Yes. All the equipment got  
6 tested, and then during the particular COI, I was kind  
7 of, I was busy, so he went around with the chief  
8 engineer and did all that stuff.

9 [REDACTED] So you pretest all the equipment  
10 --

11 MR. BRENNAN: Yes.

12 [REDACTED] -- before the COI?

13 MR. BRENNAN: Everything's pretested to make  
14 sure everything works.

15 [REDACTED] All right, and during those  
16 pretests were there any deficiencies identified or  
17 anything --

18 MR. BRENNAN: No.

19 [REDACTED] -- that needed (inaudible) as a  
20 result?

21 MR. BRENNAN: None that I know of, no.

22 [REDACTED] Okay. So would you say that the  
23 ship is maintained in continual compliance?

24 MR. BRENNAN: Yes.

25 [REDACTED] It doesn't have any issues. All

1 right. So also in your time there, was there anybody  
2 in that engineering department that quit or was fired  
3 for any reason?

4 MR. BRENNAN: No, not that I know of.

5 [REDACTED] All right. That's it. I'm  
6 good.

7 MALE PARTICIPANT: No further questions from  
8 me. Thank you.

9 MALE PARTICIPANT: I'm okay. Thanks.

10 MALE PARTICIPANT: I just, kind of following  
11 up on where Brian was with that, I'm just trying to  
12 remember if, we know they weren't weighted. But did  
13 they have any spring on them or anything (inaudible)?

14 MR. BRENNAN: I don't think they did. I'm  
15 trying to remember the last time I had to climb down  
16 there because the cargo was backed up to number three.  
17 And I had to go around to check my fuel tanks.

18 MALE PARTICIPANT: Okay. Thanks.

19 MALE PARTICIPANT: No questions.

20 MR. YOUNG: Brian Young again, just a few  
21 more follow up questions. When you are assigned on the  
22 ship, are you given an email address to use to  
23 communicate out?

24 MR. BRENNAN: I've never used it, no. I've  
25 never gotten assigned an email address.

1 MR. YOUNG: How would you communicate to the  
2 rest of the world while you're at sea?

3 MR. BRENNAN: I don't.

4 MR. YOUNG: Would you be able to make a  
5 phone call if you had to?

6 MR. BRENNAN: Yes, in an emergency, I could  
7 use a satellite phone.

8 MR. YOUNG: Only in emergency?

9 MR. BRENNAN: Yes.

10 MR. YOUNG: Okay. Where would that be  
11 located?

12 MR. BRENNAN: There's one in the bridge, and  
13 there's also a phone in the office, in the engine room.  
14 I'm not sure if that goes out, but I think it might  
15 because it says don't touch.

16 MR. YOUNG: So the line stays open?

17 MR. BRENNAN: Yes.

18 MR. YOUNG: Okay. Everything we've been  
19 asking you is fact, fact, fact, fact, fact. Everybody  
20 here at this table wants to try to figure out what's  
21 wrong. It's our job to figure this out.

22 And if there's anything you can think of or  
23 any ideas you have, you're the guy who's most familiar  
24 with the ship at this table. Is there any idea that,  
25 any reason the ship could have lost propulsion or

1 power?

2 MR. BRENNAN: That's a really tough  
3 question. Anything could have happened. There's  
4 nothing I can speculate on. I mean unless I talk to  
5 someone that was on the ship and that knew what  
6 happened, I have no idea.

7 MR. YOUNG: Very little information. Just I  
8 don't --

9 MR. MILLAR: I've got some questions. When  
10 you're out at sea, you're on watch 4:00 to 8:00 when  
11 it's quiet watch. Have you ever been out there when  
12 the weather was really rough?

13 MR. BRENNAN: No.

14 MR. MILLAR: In bad conditions?

15 MR. BRENNAN: No.

16 MR. MILLAR: Okay. I'm sorry. This is Mike  
17 Millar with ABS. I forgot the introduction.

18 MR. BRENNAN: I mean just to add on to that,  
19 I've seen bad weather on the ship before. I mean it  
20 doesn't even feel like we're in bad weather, very  
21 stable ships, very confident in things like --

22 MR. MILLAR: And so when you're in this  
23 rough weather and the ship's moving, do you hear a,  
24 does the ship change like unusual noises?

25 MR. BRENNAN: No.

1 MR. MILLAR: Okay.

2 (Simultaneous speaking)

3 MR. BRENNAN: Maybe like swaying, maybe a  
4 little swaying cargo, like nothing just like a couple  
5 crates, nothing out of the ordinary.

6 MR. MILLAR: Okay. That's very helpful.  
7 Thanks. Brian?

8 MR. YOUNG: Yes, anybody else? Any wrap up  
9 questions, follow up questions?

10 MALE PARTICIPANT: Just were every aware of  
11 any of the crew members that might have had their own  
12 personal satellite phone they used to communicate  
13 outside of the ship system?

14 MR. BRENNAN: Not that I know of, no.

15 MALE PARTICIPANT: Thank you.

16 MR. YOUNG: You have any questions for us,  
17 anything we forgot to ask you, anything you want to  
18 add?

19 MR. BRENNAN: If I was going to add  
20 something, I'd say I'm just really shocked it happened.  
21 And I wouldn't go back to work if I wasn't fully  
22 confident in that ship and the crew. So I still can't  
23 believe it happened.

24 MR. YOUNG: Okay. Well, we'll go off  
25 recording. We'll end the interview. It's 12:43, and

1       thank you very much for your time in coming here and  
2       being part of this. We appreciate all your  
3       information.

4                               (Whereupon, the above-entitled matter went  
5       off the record at 12:43 p.m.)

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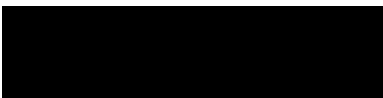


C E R T I F I C A T E

MATTER: El Faro Incident  
Accident No. DCA16MM001  
Interview of Michael Brennan  
Jacksonville, FL

DATE: 10-08-15

I hereby certify that the attached transcription of page 1 to 73 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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**NEAL R. GROSS**

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MICHAEL BRENNAN  
 TAKEN ON  
OCTOBER 8, 2015

Page Number	Line Number	Current Wording	Corrected Wording
3	16	inaudible	Maersk
3	17	Bro Hawaii	Ships Name "Bro Hawaii"
3	18	SeaStar Tow	Sea Star/TOTE
3	21	SeaStar	Sea Star
4	10	this	as
4	16	SeaStar	Sea Star
6	19 - 20	four day	four hour day
6	22	four break	four hour break
8	10, 11	high	low
9	17	high	low
20	12	alone	alarm
28	3	pounds	barrels
30	15	production	reduction
42	14	clear	gear
52	22	welds	wells
53	3, 10	welds	wells

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

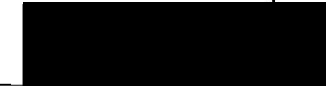
NO CORRECTIONS NEEDED.



Initials

Michael T. Brennan

Printed Name of Person providing the above information



Signature of Person providing the above information

11/14/15

Date