

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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

ACCIDENT NO.: DCA18FM010

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Interview of: MIKE BATTEN
Captain

Friday,
January 19, 2018

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I N T E R V I E W

INTERVIEW OF MIKE BATTEN

BY CWO [REDACTED]

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4 Q. All right. Thanks for joining us, Captain. I'm [REDACTED] [REDACTED]
5 with the U.S. Coast Guard, and a little bit before, could we get
6 your educational background and marine employment, employment in
7 general?

8 A. I worked on various boats since I was 15. Started out in
9 Hernando Beach on mullet boats. And went to shrimping after that,
10 and I shrimped for probably 15 years and then I got my license and
11 started running boats professionally.

12 Q. Education?

13 A. High school and sea school.

14 Q. And how long have you been employed with the Tropical Breeze?

15 A. Be 2 years in April.

16 Q. Two years in April. And your position?

17 A. Captain.

18 Q. And what vessels are you captain on?

19 A. The *Island Lady* and the *Tropical Breeze*.

20 Q. Do you run one more than the other or is it 50/50?

21 A. I'd say probably about 70/30. I run the *Island Lady* more
22 than the *Breeze*.

23 Q. Would you consider yourself, are you the primary captain --

24 A. Yes.

25 Q. -- on the *Island Lady*?

1 A. Yes, sir.

2 Q. Okay. And have you been the primary captain for the entire,
3 what did we say, almost 2 years now?

4 A. Almost 2 years. Yes, sir.

5 Q. Okay. And any formal training other than sea school?

6 A. No, sir.

7 Q. Okay. And what kind of training did you have in sea school?

8 A. Just the basic firefighting and what they teach you, you
9 know, in class, and that was it.

10 Q. Did you start out as, let's say, an OUPV operator and then
11 work up to a master's license?

12 A. Yes, I did.

13 Q. Can you tell me your process and kind of a time frame?

14 A. I got my six pack first and then after that I went for my
15 100-ton. It was immediately. So I had enough sea time built up
16 to get my 100-ton.

17 Q. Did you operate on your OUPV license?

18 A. No, sir.

19 Q. Oh, okay. Very good.

20 Now let's jump to the 14th of January, that was the afternoon
21 of the casualty. Can you walk me through from, you know, the time
22 you reported to work?

23 A. Yep. I showed up to work, normal day. Got to the boat, down
24 check the engine room, check the water, the oil, all the fluids.
25 Everything was fine. Went to put the generators, got shore power

1 off, everything was online. Started -- went to start the motors.
2 The starboard started, the port didn't start. Looked at the
3 gauges for the power -- that's what it sounded like, it was a
4 power issue. So I looked at the gauges and seen I had power but
5 it wasn't starting. So I went and checked it out and just found a
6 loose wire on the batteries. I tightened that up. Went upstairs,
7 boat started right up.

8 Q. Was it like a post? Was a post loose?

9 A. Yes. It was a post. The wire that went to post on top of
10 the battery. Just little loose, normal. Tightened it up.
11 Started right up. Everything was fine. All the gauges are fine,
12 temperatures, water flow, everything was fine. Sea strainer is
13 clean.

14 We moved to the boarding dock, loaded passengers up and got
15 underway, normal day. And heading out the channel, come around
16 the S-turn, I get the boat up on plane once we're out of the no-
17 wake zone right there. Get it up on plane and, I'd say, within
18 10, 15 seconds, maybe 20 seconds, then I seen the overheating
19 light coming on, the high temperature light. Then I slowed it
20 down, brought the port motor to neutral. I left the starboard
21 motor in clutch, in gear, just idling.

22 Went down and assessed what was going on. Came back up and
23 seen that the -- it was overheating. So I turned the boat around,
24 was coming back in. I think I'm getting out of line here on the
25 events.

1 Q. Take your time.

2 A. Let's see. It was overheating, so I turned the boat around.
3 I called Jersey on the radio, told them that I was turning around,
4 going back to the dock. I'd called Mark on the phone, told him I
5 was overheating and I turned around and was coming back in. I
6 hung up with him. I had one of the crew members drive. I went
7 down to the engine room, checked it out down in there. Everything
8 was fine. I seen a little bit of water from the motor, the port
9 motor that was overheating was on the side of the bulkhead right
10 there. So I figured, you know, fuel water line, that's why I'm
11 overheating. No big deal. We'll go to the dock, get it fixed.

12 Came back up, and that's -- came back up and -- I went up
13 after that just quick. There was no smoke, no fire. I came back
14 up to the wheelhouse and I had noticed, as we got in another 10
15 seconds or so, noticed that there was a little bit of smoke coming
16 out of that side. I told the deckhands to go check it out.
17 Tyler, I told first; I think it was Jon and then Shawn after that,
18 get a fire extinguisher, you go check this out; you get a fire
19 extinguisher and you go here.

20 Tyler came running back up and I could tell just by the way
21 he was moving and everything and -- so he looked at me and said
22 it's out of control; it's out of control, too much.

23 So I looked to see where I was and was like instant reaction,
24 just turned the wheel hard over and put the boat as much power as
25 I could, what I had left, and I was lucky enough to get the boat

1 turned around and barely up on the beach a little bit and the
2 smoke just overwhelmed the engines and killed the motors. So I'm
3 glad that they lasted that long. And that was it.

4 Q. Okay. Captain, I have a couple charts printed out here. Can
5 you show me like some of the locations? So let's say -- you see
6 where the S-turn is, right?

7 A. Um-hum. S-turn is here.

8 Q. Okay. Where did you come up on plane?

9 A. Okay. After we get out of the S-turn on this straightaway
10 from here to here, this is the end of the no-wake zone. We come
11 on plane right here heading out. So I got it up on plane and
12 passed this marker, that's when I got the overheating warning.
13 It's about right here.

14 Q. So you're showing just west of marker 10A you had an
15 overheat.

16 A. About there, yeah. Let me go about here. It was more
17 towards Durney Key is where I was, yeah. So we are coming up
18 here. I noticed that this was overheating, so I turned around
19 right by the Durney Key markers here. Turned around, I called the
20 Captain Jersey on the radio, told him I was going back to the
21 dock. I had called Mark and told him I was coming back in, I had
22 one of the motors overheating, get this checked out and fixed so
23 we could make the next cruise.

24 I turned around and was heading back in here. This is where
25 I went downstairs, between here and here, these two markers.

1 Q. So between --

2 A. Once I turned around right here --

3 Q. -- 7 and 8?

4 A. Right. I had another crew member hold the wheel while we
5 were idling, and I was back in the wheelhouse about here, I would
6 say.

7 Okay. And we're coming back in, between here and here was
8 when we noticed -- I noticed the smoke and I instructed them to go
9 downstairs and check everything out. So we were coming back in
10 and about marker 10 is when he says -- Tyler come back up and says
11 it's out of control, you got to -- said you got to shut it off,
12 shut it down; it's out of control.

13 So I looked around. Here was the beach. So we had to be
14 closer into here. And it was -- it was right there at the turn.
15 So when he come and said that, I looked around I seen the beach,
16 land right here. It was -- I didn't even think. It was just
17 normal reaction. I put the boat hard over to port. Put them
18 motors, everything that they had left, go up on shore.

19 After we got on the beach there, I beached the boat, go down
20 the steps to assess it and you couldn't see anything in there. It
21 was just completely filled with black smoke, just bad.

22 Q. So both engines -- as you approached the shoreline both
23 engines were in what condition?

24 A. They were -- as I was approaching the shoreline, they were
25 dead. As I was making my turn and tried to get the boat on the

1 beach is when they starved for air and they shut off.

2 Q. Okay. So as you left the bridge, were your throttles still
3 all the way forward or had --

4 A. To abandon ship?

5 Q. Yes.

6 A. Yes.

7 Q. And did you secure the engines or they secured on their own?

8 A. I'm sorry. Rephrase that.

9 Q. At any time did you secure or shutdown the engines or --

10 A. They died on their own.

11 Q. They died on their -- okay. And can you describe the crew
12 positions? So the crew members and their positions?

13 A. Jon, senior mate; he was the senior mate. Tyler was the mate
14 and Shawn was our newest employee just in training still.

15 Q. Okay. And you said that you called Jersey on the radio.
16 What channel do you guys use?

17 A. Channel 11.

18 Q. Channel 11. Is there any other traffic on channel 11 or is
19 there, as far as, you know, New Port Richey goes, are you guys
20 pretty much the only company that uses that channel?

21 A. No. All the commercial fishing boats in the area, they use
22 that channel. Pretty much, yeah, just the commercial boats around
23 that I'm aware of.

24 Q. And does the *Tropical Breeze* monitor 11 also?

25 A. Yeah, 16 and 11.

1 Q. And when you called Mark on the phone, what did that
2 conversation sound like?

3 A. I just told him I was overheating, heading back in. That was
4 pretty much it. It was a short conversation.

5 Q. Did -- and when you got back in, who would do the repairs or
6 who would come fix the boat?

7 A. Mark and William. Or mainly William.

8 Q. Was William there that evening or that afternoon on the 14th?

9 A. I don't remember seeing him. I don't recall.

10 Q. And Jersey, what position does Jersey have with the company?

11 A. He is a captain as well.

12 Q. And so when you called him on the radio, were you calling --
13 was he on the *Tropical Breeze*?

14 A. Correct.

15 Q. I see. And what did that conversation sound like?

16 A. I just told him I was having motor problems, I was heading
17 back in. I didn't tell him what was going on or anything like
18 that. I just called him and let him know I wasn't coming.

19 Q. Okay. And describe the alarm that you had on the bridge.

20 A. The monitor was my first indicator, and that was it. There
21 was -- I don't remember any other alarms.

22 Q. All right. And what's the monitor? What does it alarm at
23 or, you know, what does the alarm signify?

24 A. We have a heat detection alarm that's right here next to my
25 knees, pretty much, and it has beeping and that's it, just beeps.

1 Q. And is that the monitor that went off? Is that the alarm
2 that went off?

3 A. I don't remember. Not at the time of the overheating it
4 wasn't on. When I went down there the first time it wasn't on. I
5 don't remember the alarm being on, no.

6 Q. At any time during the trip?

7 A. No.

8 Q. So, and so if I were to describe that, that is the vessel's
9 heat detection system?

10 A. Um-hum.

11 Q. Okay. And do you know how many sensors are on board?

12 A. I know there was two in the engine room. That's all I'm
13 fully aware of.

14 Q. Okay. And is it tested; do you know?

15 A. Yes. When the last test was I'm not sure.

16 Q. Okay. Do you know who conducts the test?

17 A. I'm not sure.

18 Q. Okay. Would that be a piece of equipment that's tested by an
19 outside company or someone in the company?

20 A. An outside company.

21 Q. Okay, an outside. And do you know is there a logbook on any
22 repairs that are done to it or tests that are done to it?

23 A. Yes. There is a logbook that they keep on that and I believe
24 it was on the boat with the rest of the logbooks.

25 Q. Okay. Okay. Now describe the -- you did have an actual

1 alarm on the bridge though. So what was the alarm that you had?

2 A. I had on my dash panel, it was a red light that was flashing.
3 I have another one, the needle gauges and the needle gauge. And a
4 -- yeah.

5 Q. And your needle gauge, what does it monitor?

6 A. Monitors the engine temperature, transmission temperature,
7 engine oil pressure and the transmission oil pressure.

8 Q. Okay. So which of those were out of parameter?

9 A. The engine temperature, the main engine temperature.

10 Q. And the temperature, is it the water temperature or the oil
11 temperature?

12 A. The water.

13 Q. Water. Okay. Was there anything outside of the normal on
14 the other conditions being monitored?

15 A. One more time with that?

16 Q. Oil pressure, did you have oil pressure constantly? If it's
17 fuel pressure, you know, was that at a standard running state?

18 A. Yeah.

19 Q. Were there any other gauges outside of their parameters?

20 A. No.

21 Q. No. Okay. And how did you know the red light was a high
22 temp?

23 A. It's this picture on the front of the dash, it's the, you
24 know, the temperature -- temperature picture.

25 Q. Uh-huh. Okay. Did you call out mayday or anything at any

1 point?

2 A. No.

3 Q. Okay. Any sound signals?

4 A. No.

5 Q. Okay. Did -- the PA, did you ever come out over the PA and,
6 let's say, communicate with the crew?

7 A. No.

8 Q. No.

9 A. The vessel did not have a PA system. Well, no, it did -- I'm
10 sorry -- in the back back there, but no, I did not use it. I was
11 thinking about, hey, (indiscernible).

12 Q. I see. That's interesting. So the PA crew -- or the PA
13 system available to the crew for the safety announcement --

14 A. Uh-huh.

15 Q. -- is that the same PA that you have access to --

16 A. Yes.

17 Q. -- or is it different?

18 A. No. it's the same one I have access to.

19 Q. And it's -- and you can access it at the pilothouse from your
20 position?

21 A. Yes.

22 Q. The crew members, did you -- can you tell me what you
23 instructed them to do?

24 A. Yeah. When we were coming back in here, I instructed Tyler
25 to get a fire extinguisher, go down to the engine room and see if

1 you see anything. I told Jon to go down, follow him with a fire
2 extinguisher, be his backup, see if he sees anything. And then
3 ultimately, Shawn, at the end, get a fire extinguisher and be
4 their backup.

5 Q. Do you know if that happened?

6 A. I'm sure it happened. Yeah, they went down and checked it
7 and that's -- if he didn't, he wouldn't have come back up and
8 known any information.

9 Q. So then that's when he -- what did he report back to you?

10 A. He came running back up and said it was out of control, shut
11 it down.

12 Q. And what did you tell him?

13 A. What's that?

14 Q. And then what did you tell him?

15 A. After that? I don't think I told him anything after that.
16 It was on to the beach.

17 UNIDENTIFIED SPEAKER: May I ask a question? Just because I
18 think there's one thing that's -- you haven't said.

19 When you went down into the engine room before you did that,
20 did you instruct the crew to do anything with the passengers?

21 MR. BATTEN: Yeah, to get them to the top deck. Yeah.

22 UNIDENTIFIED SPEAKER: Okay. Right. And that happened
23 before you went down to inspect the engine room, correct?

24 MR. BATTEN: Right. This is when the first overheating
25 occurred.

1 UNIDENTIFIED SPEAKER: Thank you.

2 MR. BATTEN: Sorry.

3 UNIDENTIFIED SPEAKER: That's okay.

4 MR. BATTEN: First time when it had the overheating, I told
5 them to get everybody to the top deck. That's when I went down
6 there and checked the engine room and everything. So when I came
7 back up everybody was already up top.

8 BY CWO [REDACTED]

9 Q. Um-hum. Okay. So, and then when you checked out the engine
10 room, did you go into the engine room or did you just peek in?
11 Can you just describe it?

12 A. No. I went into the engine room, all the way in.

13 Q. And what did you see?

14 A. Well, when I got down there, I opened -- felt the first
15 hatch. It wasn't hot. I cracked it open a little bit and it was
16 just steam coming out of there. It wasn't any smoke, any -- just
17 steam. So I instructed the deckhand back there to open the back
18 hatch. He opened the back hatch and the steam was just coming
19 through this way. It wasn't coming out of both of them.

20 So I went down the back hatch, walked through the engine room
21 side of the work bench, in between the motors, and was looking at
22 everything, and that's when I seen the water on the outside of the
23 bulkhead on the starboard main -- or port main. Excuse me.

24 Q. Okay. So how big of an area did the water cover?

25 A. Probably somewhere like this. Maybe a 3-foot by 3-foot

1 section.

2 Q. Could you tell what kind of water it was?

3 A. I didn't stay that long, no.

4 Q. Did it have the smell of jacket water or radiator fluid
5 maybe?

6 A. I don't remember.

7 Q. Okay.

8 UNIDENTIFIED SPEAKER: Where did you see this at? I'm sorry.

9 MR. BATTEN: I was in the engine room.

10 UNIDENTIFIED SPEAKER: No. I'm sorry. Where was the
11 water --

12 MR. BATTEN: Oh. It was on the bulkhead on the side of the
13 wall.

14 BY CWO [REDACTED]

15 Q. Okay. All right. So you see the water, then what did you
16 do?

17 A. I figured that a line just blew off or something. So after
18 seeing the water I came back up top, took control of the boat
19 again and kept going in.

20 Q. And so you had to have made a decision there like whether to
21 keep the motor running or shut it down. Or, I mean, did you think
22 about that or did it ever occur to you to --

23 A. The boat motor --

24 Q. Yes, sir.

25 A. -- that was overheating?

1 Q. Yes, sir.

2 A. Yeah. To put it in neutral is what I've always been trained
3 to do, thought to do, said was the right thing. Put it in neutral
4 and let the -- if it's raw water cooled like that, let it cool
5 down, because I didn't want to turn it off if overheating.

6 Q. Okay. And then when did you first notice this smoke coming
7 from the vessel or did you ever see the smoke coming off the
8 vessel?

9 A. Probably I would say 20, 30 seconds after I was back in the
10 wheelhouse.

11 Q. And do you know where the smoke was coming from?

12 A. It was coming off the stern. The way the wind was blowing
13 out of the north when I was coming back in facing east, it was
14 coming off the stern there on the starboard side. I didn't know
15 exactly where it was coming from, out of the exhaust or this. It
16 was coming from the starboard stern, so I could see the smoke.

17 Q. And do you know if anyone who may have, you know, been able
18 to determine where that smoke was coming from, if it was, let's
19 say, out of a ventilation opening or if it was coming out of an
20 exhaust opening? Do you know if anyone ever determined where the
21 smoke was coming from?

22 A. Not that I know of.

23 Q. Okay. Let's go to -- so shipboard procedures and then
24 training. When was the last time you had a drill on board?

25 A. Well, that was the middle of December. The exact day I'm not

1 sure, but the middle of December I remember we did that.

2 Q. And what did the drill -- what was the drill scenario?

3 A. We did man overboard, fire and emergency, and abandon ship.

4 Q. Okay. And who was in charge of that training?

5 A. I was that day.

6 Q. Okay. And who attended it?

7 A. I had a deckhand Chad and deckhand Jon was there.

8 Q. Okay. And was the training successful? Was -- everyone
9 learn something?

10 A. Yes.

11 Q. Okay. And what was the scenario, scenarios?

12 A. An example?

13 Q. Okay. So like if you did firefighting training, you could do
14 the trash can's on fire in the galley.

15 A. Uh-huh.

16 Q. You could do main engine -- you could do main engine out of
17 control or main engine room out of control.

18 A. Right.

19 Q. Those are examples of scenarios you can do.

20 A. We would pick a designated area and then I would sound the
21 whistle and then they would react from there. That's how we
22 conduct the drills.

23 Q. But on that day, do you know what the scenario was?

24 A. I'm sorry. Rephrase that.

25 Q. Like was it an engine room fire or was it a galley fire? Was

1 it a serving station fire? Was it a head fire?

2 A. I'm not sure where -- what kind of fire it was.

3 Q. Okay. Do you recall what kind of equipment was trained with
4 that day?

5 A. Yeah. We used the fire hoses and pulled the fire
6 extinguishers out but did not activate them.

7 Q. Okay. And -- so where would you log that training?

8 A. It's in our -- I have three different logbooks in my bridge:
9 The captain's logbook, and then another logbook for all the
10 drills, and then a trash logbook. So all the drills would be done
11 in my logbook and on the drill logbook.

12 Q. And what's the trash logbook for?

13 A. The record of where we throw our trash.

14 Q. Oh, it's your garbage record?

15 A. Yeah, our garbage record.

16 Q. I got you. I didn't know if maybe you meant like a rough log
17 or something.

18 A. Oh, no, no. Every night when they take the trash out they
19 sign the logbook where they dumped it, how many bags.

20 Q. Okay. And the vessel logbook got burned up, I'm assuming?

21 A. Yes.

22 Q. Okay. Then let's discuss what firefighting capabilities you
23 have on board. Can you describe what was on the boat?

24 A. It had the CO2 fixed fire suppression system. It had the
25 water hoses and we have the extinguishers, fire extinguishers.

1 Q. And can you describe the fixed CO2 system?

2 A. It's a manual switch that you pull on the port side, and it's
3 got two dampers. You need to close the dampers first and then you
4 can activate the CO2.

5 Q. Okay. Where is the activation station?

6 A. It's down on the port side right by where the dampers --
7 where you pull the pins on the dampers, the pull pin for the CO2
8 is also right there. Manually pull it.

9 Q. And who is in charge of activating that system?

10 A. Either the senior mate or the captain.

11 Q. And under what circumstances would you ever use that?

12 A. Like if -- I'm not sure.

13 Q. Okay. Did you ever in your drills ever -- did you ever train
14 on it or --

15 A. Yes.

16 Q. You did? Okay. Well, was there anything else? Fuel, did
17 you have fuel shutoffs?

18 A. Yes.

19 Q. Okay. And where were they located?

20 A. Right and forward of the first engine compartment.

21 Q. Okay. And when would you use those?

22 A. When would we use those?

23 Q. Yes, sir.

24 A. When we had to secure the fuel in fire like that.

25 Q. Okay. And was there a pull station on the bridge for the

1 fixed CO2?

2 A. Not that I'm aware of.

3 Q. Like if your wheel is right here, then maybe right here close
4 to your heat detection system?

5 A. No.

6 Q. Okay.

7 A. Not that I know of.

8 Q. Okay. And who -- do you know who was in charge of servicing
9 that system?

10 A. I'm not sure exactly.

11 Q. Who would be in charge of doing the monthly checks on the
12 system?

13 A. The monthly checks were done by the engineer on the dock,
14 William.

15 Q. Okay. And would William do -- what other equipment checks
16 would William do?

17 A. I'm not sure of the full intel of his job, his job
18 description. I know he'd do like the oil changes and the
19 maintenance, anything that needed to be done, it was done by him.

20 Q. Okay. And had you ever in the past had a situation where you
21 had steam coming out of engine room? Have you had to stop a trip,
22 turn around, or just not even start a trip?

23 A. No, sir.

24 Q. In your almost 2 years, was there any repair work done in the
25 engine room, like, by an outside servicing technician?

1 A. Not that I'm aware of at the moment. Not to my recollection
2 at the moment, no.

3 Q. Okay. Never a -- like a valve adjustment, tune-up, injector
4 changeout, turbo replacement? Nothing that you're aware of?

5 A. Not to my knowledge, no.

6 Q. Okay. And you were the -- that was basically your boat. You
7 would have known about any repairs being done to it?

8 A. Pretty much, yeah.

9 Q. So then is it safe to say that William was pretty much the
10 only person repairing that vessel?

11 A. Yes.

12 Q. Okay. Does William have any assistant or assistants?

13 A. I'm not sure.

14 Q. Like a helper?

15 A. Not normally all the time, no.

16 Q. Okay. So he does everything?

17 A. Big projects I've seen him have helpers, yes.

18 Q. In your mind what's a big project?

19 A. Anything more takes two hands.

20 Q. Like what was the last big project on the boat?

21 A. I'm not sure on the boat. He was doing some fence building
22 at the dock and he had a helper there I seen helping him with the
23 fence.

24 Q. Uh-huh.

25 A. But that was pretty much it.

1 Q. Okay.

2 UNIDENTIFIED SPEAKER: Logbooks, Captain, you said that the
3 drill logbook burned in the vessel. You said that you maintain
4 your own captain's logbook. What was -- whatever happened to that
5 logbook?

6 MR. BATTEN: It burned up too.

7 UNIDENTIFIED SPEAKER: Okay. So they both did. Thank you.

8 BY CWO [REDACTED]

9 Q. The main deck of the vessel there's doors to open up. Were
10 those doors to the main deck open when there was smoke in the
11 engine room?

12 A. I opened the portside door when I went down the first time.
13 And when -- after I beached the boat and I went back down again,
14 it was still open and I closed that one because -- yeah.

15 Q. So the second time you went down into the engine room were
16 the hatches put back on?

17 A. First time. I only went down to the engine room one time.

18 Q. Okay. Did you put the hatches back on or were the hatches --

19 A. I did not personally, no.

20 Q. Okay. Do you know if anybody put them back on?

21 A. I instructed -- after I got back up and Tyler came back up, I
22 instructed them to, but not a hundred percent sure if they did.

23 Q. Where is the CO2 pull station located at, anyway, sir?

24 A. It's on the main deck on the port side.

25 Q. So main deck port side?

1 A. Right by the last -- the second hatch to go to the engine
2 room.

3 Q. Would that be accessible to passengers?

4 A. Could it be accessible to them? Yes.

5 Q. Is it accessible?

6 A. Oh, yes, it is.

7 Q. Like that's accessible to me right now.

8 A. Right, right. Yes.

9 Q. Okay. So, and when you said you left a crew to drive the
10 boat when you went down the engine room, who was driving the boat,
11 sir?

12 A. Lisa.

13 Q. And was she just a casino worker that was being transported
14 out then?

15 A. Correct.

16 Q. Has the vessel had any other incidences in the last 3 months
17 with the port engine?

18 A. No.

19 Q. No overheatings, no reason for that boat to be worked on?
20 Any maintenance on the port engine? How about starboard engine?

21 A. No. Everything was running fine.

22 Q. Were you involved with fluid checks on a light-off procedure,
23 you know, when you start up the boat?

24 A. I did them all that day, yes.

25 Q. Okay. Did you have to add anything to the fluids?

1 A. I put roughly a gallon in the starboard motor of water,
2 gallon of water, and maybe just a half a quart of oil and that was
3 it.

4 Q. Have you had an incident where the cooling and power failed
5 on the vessel at all?

6 A. I have not personally, no.

7 Q. The fuel shutoffs, they weren't shut off before anyone
8 abandoned the boat?

9 A. No, sir.

10 Q. So when you were coming back in -- when you realized you had
11 a problem, you come back in on the channel, the port engine was in
12 clutch then or in neutral?

13 A. In neutral. The port engine was in neutral.

14 Q. How about the starboard?

15 A. It was in, just in gear idling.

16 Q. So you came back in at idle speed coming back in?

17 A. Yes.

18 Q. So -- I'm sorry -- at what point did you say you turned
19 around?

20 A. I'm not sure what the marker numbers are here. Right here.
21 About right before I got to those two markers, the west side of
22 Durney Key.

23 Q. Okay. So is it fair to say within 50 feet of marker 7?

24 A. Yeah.

25 Q. How close do you think you were to 7 before you turned

1 around?

2 A. I turned around probably about, yeah, 100 feet from marker 7.

3 Q. So the transit from marker 7 all the way to where the vessel
4 grounded it was all clutch speed, starboard engine only, port in
5 neutral?

6 A. Right.

7 Q. Were passengers instructed to give life jackets at all?

8 A. No. It was --

9 Q. So your sea time, sir, you said that you went from your OUPV
10 and you didn't really use your OUPV, that you had enough sea time
11 for your 100-ton. What type of class of vessels were you getting
12 your sea time on?

13 A. I worked on commercial fishing vessels, 174 tons. I worked
14 -- that was the boat I was on before I came here. I worked for
15 Junior about 5 years on that boat. And previous to that I had
16 been running little boats out of Hudson, the little bay boats.

17 Q. When you say Junior, that was an employee here?

18 A. No, no. It's the owner of the vessel in Texas.

19 Q. Oh, okay.

20 BY MR. YOUNG:

21 Q. Captain, I'm Brian Young. I'm with the NTSB. And I just --
22 I had made a list of questions last night and some of them the
23 Coast Guard has asked, but I'll try to keep them in as orderly
24 fashion as possible so I don't jump all around.

25 Are you typically the only captain of the *Island Lady* or are

1 there others?

2 A. Most of the time. There are others that run the boat though.

3 Q. Predominately you would be captaining that vessel?

4 A. Correct.

5 Q. And what is your typical weekly schedule? How many days a
6 week do you work??

7 A. Four days on the *Island Lady*, 3 days on the *Breeze*.

8 Q. And when you are transiting back and forth, shuttling
9 passengers on the *Island Lady*, how many generators do you
10 typically run?

11 A. One in the wintertime, two in the summertime.

12 Q. For the AC load?

13 A. Right.

14 Q. And do you have any sort of preventative maintenance program
15 or anything that, say, the engines are on that you would monitor?
16 Say, like, how would you know the oil changes are due? Is there
17 anything that you do or is it all done ashore?

18 A. That's done at the shore side. Yeah, there's an hourly.
19 They keep his own logbook.

20 Q. They do?

21 A. Yeah.

22 Q. And do you record the hours on the engine at any point?

23 A. No. They're on the dash panel, in the memory of it.

24 Q. Do you have any idea about how many hours were on each engine
25 before the accident?

- 1 A. Not sure. Not even a rough guess actually.
- 2 Q. The 20s, 30,000? I mean, any number ring a bell?
- 3 A. No, sir.
- 4 Q. And do you know if the shore-side engineer, does he record
5 them daily?
- 6 A. Daily? I'm not sure. I'm not sure.
- 7 Q. And if he was to maintain a logbook of the engine hours and
8 engine maintenance would that have been kept ashore or on the
9 boat?
- 10 A. I'm not sure. Possibly on shore, but I'm not sure.
- 11 Q. Okay.
- 12 A. I'm not sure.
- 13 Q. Can you give an estimate of about how many hours a day you
14 put on the engines?
- 15 A. Yeah, roughly 4 or 5 hours. That's pretty much it.
- 16 Q. And the day of the accident when the port engine didn't start
17 right off and you found a loose wire, is that something that's
18 happened before or was that something unique to that day?
- 19 A. It happened before in my career, yes. On that boat, no.
- 20 Q. And how about overheating, is that something you've seen in
21 your career as well?
- 22 A. Oh, yeah. Yes, sir.
- 23 Q. And typically what do you see as the cause of overheating
24 engines throughout your career?
- 25 A. Bad impellers, grass on the bottom of the screen, barnacles

1 built up or something.

2 Q. Blocking the intake itself?

3 A. Right.

4 Q. And listening to what you were saying before, you observed a
5 3-foot by 3-foot amount of fluid up against the bulkhead. Is
6 there any chance that could have been fuel? Are you convinced it
7 was water?

8 A. No, I'm convinced it was water. I know it was water.

9 Q. Okay. Is your fuel dyed?

10 A. Yes.

11 Q. Red?

12 A. Red.

13 Q. Okay. So you're positive it was water?

14 A. Positive, 100 percent it was water.

15 Q. Are you present and do you take part in fueling the vessel?

16 A. No.

17 Q. Does that get done after hours?

18 A. Yes. And do you know about how much fuel you had aboard for
19 the day of the accident?

20 A. I had -- I stick the tanks 2 days before. We had a short run
21 the next day. I'm going to say 250, 290, maybe, in each tank.
22 Three tanks; total of 750, 800 gallons maximum.

23 Q. And they were 500-gallon tanks?

24 A. Yes.

25 Q. And at what point do they refuel? Is there a certain low

1 level that they determine, decide to refuel?

2 A. I keep the fuel tanks between 200 and 300 gallons each,
3 that's it. Any more than that it will be too heavy and the chain
4 won't be -- I wouldn't make it.

5 Q. And is it number 2 fuel that you burn?

6 A. I'm not sure.

7 Q. In your engine room, what I understand, there's a fire pump
8 down there. Is that electrically driven or driven off the engine?

9 A. Engine driven.

10 Q. It is?

11 A. Yeah.

12 Q. And which engine drives --

13 A. Well, there's -- sorry. The port engine drives it. That is
14 electrical, and a backup engine driven.

15 Q. Two separate fire pumps?

16 A. No. There's one separate pump but it could be electrically
17 powered or engine powered.

18 Q. So you can electrically turn it on through a breaker or
19 something?

20 A. Right.

21 Q. Or the -- with the engine running, it would enable it to
22 pump?

23 A. Right.

24 Q. And it's only driven off the port engine?

25 A. I'm sorry?

1 Q. Only the port engine?

2 A. Only the point engine. Yes, sir.

3 Q. Okay. What is your typical speed going out once you get up
4 on plane?

5 A. Nineteen knots.

6 Q. And do you have any idea about what speed you were coming
7 back in when you were -- after you had the problem?

8 A. Seven, 8 knots maybe. I'm not exactly sure.

9 Q. On your panel up on the bridge we understand you have a red
10 light indicating that there's some sort of alarm. Does that red
11 light only indicate an HT alarm or could it be a number of
12 different alarms that would signal that one light?

13 A. I'm sorry. Rephrase that.

14 Q. So you get a red light --

15 A. Yeah.

16 Q. -- how do you know that's a high temperature? Is that the
17 only --

18 A. It was -- there's -- on my panel I have a whole list of areas
19 of what -- like temperatures, oil pressures, and it was the
20 temperature gauge, the temperature on the main motor is what lit
21 up.

22 Q. Okay. So you have a number of different red lights?

23 A. Right.

24 Q. And this particular red light was associated with the HT,
25 which is the high temperature of the water?

- 1 A. Correct.
- 2 Q. Did that coincide with the gauge?
- 3 A. Yes.
- 4 Q. The gauge was reading high as well for the water?
- 5 A. Right.
- 6 Q. Okay. So you have pretty much two indications that you
7 definitely had a water problem: Your gauge was showing a high
8 temperature and you were getting a red light specific for --
- 9 A. A high temperature.
- 10 Q. -- a high temperature. No other alarms?
- 11 A. No other alarms.
- 12 Q. Okay. Got it. With the timing of the alarm, did you hear
13 any changes in pitch of the turbochargers or the engine itself?
14 Did it ramp up, speed up, start whining? No changes in speed?
- 15 A. No. Port was in neutral, I was idling in on starboard, and I
16 didn't hear anything abnormal from the motors at any time.
- 17 Q. And just kind for my report -- we're writing a report on
18 this. Can you tell me what equipment you had on the bridge just
19 in general for navigation?
- 20 A. Navigation?
- 21 Q. Yeah. What did you have up there?
- 22 A. I had a GPS.
- 23 Q. Autopilot?
- 24 A. Yeah, I had autopilot.
- 25 Q. Radar?

- 1 A. Radar.
- 2 Q. How many miles out could that see?
- 3 A. Twenty-four, I believe.
- 4 Q. A fathometer?
- 5 A. Yes.
- 6 Q. Fish finder?
- 7 A. Yes.
- 8 Q. Compass?
- 9 A. Yes.
- 10 Q. AIS?
- 11 A. No.
- 12 Q. VHF?
- 13 A. Yes.
- 14 Q. Cell phone?
- 15 A. Yes.
- 16 Q. Anything else?
- 17 A. No.
- 18 Q. And is it safe to say each engine is connected via a
19 transmission to four-bladed props?
- 20 A. Yes.
- 21 Q. And you said about 4 hours a day you put on?
- 22 A. Yes.
- 23 Q. The fire detection system that's located at your knee, if
24 there was an alarm, where would it sound? Right at that box?
- 25 A. Right at that box, yeah.

1 Q. Could anyone else on the vessel hear it or was it just
2 contained to the bridge, the alarm?

3 A. Just contained to the bridge.

4 Q. Do you follow a daily checklist prior to departure?

5 A. Oh, yes, absolutely.

6 Q. What are some of those -- some of the parts of that
7 checklist?

8 A. Well, we'll go through make sure the motors are good, high
9 water alarms, and that's pretty much it.

10 Q. Is the engine panel tested ever with the different alarms for
11 the engine panel? Like are you aware if each of those red lights
12 would function properly?

13 A. No. I have no way to test them all.

14 Q. Okay.

15 CWO [REDACTED] The day of, the boat, you arrived and you said
16 you checked the oil and the water?

17 MR. BATTEN: Yes.

18 CWO [REDACTED] And the strainers too?

19 MR. BATTEN: Yes.

20 BY MR. YOUNG:

21 Q. Would you say over time that you have to add oil to any of
22 the main engines of any type of frequency?

23 A. Oil, no.

24 Q. No? They don't burn that much?

25 A. No.

1 Q. Have you ever heard of any sort of an incident with these
2 engines? And I believe they're Caterpillars; is that correct?

3 A. Yes.

4 Q. Of there any broken fuel lines?

5 A. On this vessel?

6 Q. No. On any vessel, have you heard of it?

7 A. Well, I've heard of it before, yes.

8 Q. Have you ever experienced anything like that in your career?

9 A. No.

10 Q. Have you ever seen anybody other than -- I think it's
11 William, service the main engines?

12 A. No.

13 Q. No. Nobody? How often would you say anybody enters the
14 engine room on a normal day?

15 A. At least three times per day, per 7-hour day, at the very
16 least.

17 Q. And the normal would be prior to departure?

18 A. Right. Prior to departure, after we make our first run, then
19 again at the end of the night.

20 Q. Okay. And if there was any sort of issue with the engine,
21 who would it be reported to?

22 A. To me.

23 Q. To you?

24 A. If one of the crew seen it, yeah.

25 Q. And then what would you do after you heard about it?

1 A. I would report it to the owners, my boss, Mark or Stacy.

2 Q. And would that just be over a phone call or a radio
3 communication?

4 A. Yeah, just over a phone call.

5 Q. Just say, hi, I got a problem with one of the engines, and
6 what would happen then?

7 A. They would fix it. They'd call whoever they needed to to
8 address the situation.

9 Q. And in your almost 2 years of employment, has that ever
10 happened where you had to call and had a problem with any of the
11 engines?

12 A. Not that I can remember, no.

13 Q. How about ventilation in the engine room? Is there any --
14 are there any fans to supply air in or exhaust air out for the
15 engine room; do you know?

16 A. We put a fan in on one side to keep the air moving around
17 because it wasn't -- the built-in ventilation on the sides of the
18 boat, I can't remember exactly they are called, but the built-in
19 vents, when you go faster then the air flows through there and --
20 but that's the only ventilation in the engine room.

21 Q. Okay. So they're just air vents but no mechanical fans,
22 right?

23 A. Right, right.

24 Q. And you had the ability to close them from the bridge with
25 some --

1 A. No, sir.

2 Q. You didn't?

3 A. Those are down on the main deck, one on each side.

4 Q. Okay. So they'd have to be manually secured?

5 A. Have to be manually pulled.

6 Q. And is there some sort of like a shutter that would close or
7 is there, like, doors?

8 A. Yeah, there's a long -- about 9, 10 inches wide and probably
9 4-foot long, that closes down over the long intake that comes down
10 for the engine room.

11 Q. And would that be part of the process if you were going to
12 release CO2, is you would secure those dampers, one on each side?

13 A. Yeah, the first thing you do.

14 Q. One port, one starboard?

15 A. You do starboard first and then the port, and you could pull
16 the CO2 release because it's right there on the port side next to
17 the pull damper.

18 Q. Okay. And changing gears completely from the engines and the
19 boat, do you remember what the weather was that night?

20 A. Yeah, the wind was blowing out of the north about 25, 30.

21 Q. How about the current? Did you get any sort of current
22 pushing you?

23 A. Yeah, the tide was going out.

24 Q. And I think there might have been a little confusion before.

25 Mr. [REDACTED] was asking you about when you first noticed the problem

1 and you said it was on the monitor. Were you talking possibly
2 about a CCTV monitor?

3 A. Just what I have on the boat. I had cameras that showed all
4 my voids and stuff, but it was just on the boat. It wasn't linked
5 to anywhere or nothing. It was just for me.

6 Q. Right. So how many cameras?

7 A. Fourteen, I think.

8 Q. Fourteen cameras?

9 A. Oh, yeah.

10 Q. On the boat?

11 A. Yeah.

12 Q. Wow.

13 A. Yeah.

14 Q. And was that single screen showing all 14 at one time?

15 A. Yeah. It's blocked off in different -- um-hum.

16 Q. And are you to zoom in on one particular to expand it to show
17 the --

18 A. Yeah.

19 Q. So in one of those 14 screens, were you able to see any sort
20 of smoke or steam or anything in the engine room?

21 A. The first time, yes, right before we turned around, I looked
22 up and I seen just a little bit of steam. That's when I slowed
23 down, turned the boat around and went down there to check it out.

24 Q. And when you came back up were you able to monitor anything
25 on that screen throughout the rest --

1 A. Yeah. I looked at it and it was clear. It was fine. Then I
2 looked back and seen the smoke and we looked back up there and it
3 was just filling up again. So --

4 Q. And through that monitor could you identify whether it was
5 more port or starboard?

6 A. No.

7 Q. Just the whole thing went.

8 UNIDENTIFIED SPEAKER: The monitor was black and white, not
9 color?

10 MR. BATTEN: No, it's color. It's color. But I just seen
11 white was clouding the lens there.

12 BY MR. YOUNG:

13 Q. And when you first went into the engine room were you pretty
14 convinced, based on maybe a smell or feel, that it was steam that
15 you were going into?

16 A. Yeah.

17 Q. It wasn't ---

18 A. I could smell it and see it was steam, yeah. There was no
19 smoke at all. No smoke smell, nothing burning smell, just steam.

20 Q. Initially?

21 A. Just hot steam.

22 Q. And do you know if when they keep adding water to the heat
23 exchange on the engines, is it -- if it's treated with anything
24 like a glycol or antifreeze or anything or is it straight water
25 that goes into those engines?

1 A. It's a coolant made by Caterpillar. I'm not sure exactly
2 what it is, the name of it right now.

3 Q. Is it a color? Is it green or pink or anything?

4 A. I'm not sure. Not sure.

5 Q. And the Caterpillars that were on the *Island Lady* were they
6 inline 6-cylinder engines?

7 A. Yes.

8 Q. Twin turbocharge?

9 A. Not sure. One turbo on there, yeah.

10 Q. One turbo? Single turbo?

11 MR. YOUNG: Okay. I'm good for now. Thank you.

12 UNIDENTIFIED SPEAKER: You said you used two generators, that
13 there's two generators on the boat and that during the winter you
14 have one online, during the summer you have two because of the
15 load for the air conditioners. Just want to confirm, on the day
16 of the accident did you have one on line or both online?

17 MR. BATTEN: One online.

18 UNIDENTIFIED SPEAKER: Do you remember which one it was?

19 MR. BATTEN: It was the starboard.

20 BY UNIDENTIFIED SPEAKER:

21 Q. So who fuels the boat? We've talked to all the crew and no
22 one fuels the boat. So who does fuel the boat?

23 A. I believe it's Dunkle's, but I'm not for sure on that.

24 Dunkle's Fuel Service. I think they were the provider, but I'm
25 not sure.

1 Q. Did they come to the *Island Lady* or does the *Island Lady* go
2 to Dunkle's?

3 A. No, they come there.

4 Q. Okay. Is there a crew member present when the vessel is
5 fueled?

6 A. I don't know. I'm never there when it's fueled.

7 FEMALE SPEAKER: They come in the nighttime. Well, or very
8 early in the morning time and, correct me if I'm wrong, but
9 normally, we have staff -- someone -- a person of staff there
10 present. It won't necessarily be a deckhand or a captain. It
11 most likely it will be our overnight security.

12 BY UNIDENTIFIED SPEAKER:

13 Q. Okay. And I did have one kind of just overall question.
14 You've had a couple of days to think about this. Has anything
15 come to you or have you thought like -- I mean what created so
16 much heat that would burn down a boat? Have you had the chance to
17 maybe go back through everything and think about it and think,
18 well, you know, what it possibly could have been?

19 A. I mean, I have my thoughts and ideas about it, but I'm not a
20 professional. I'm just a boat driver. I don't want to --

21 Q. Well, can you share them?

22 A. I don't want to say.

23 Q. I mean, because you were actually there and we were not.

24 A. Right. Just something with the motors. I mean, it had to
25 been there. I have an idea what I think happened but I thought

1 the same thing the first time and it wasn't. And as more stuff
2 comes to light and I talk to more people and everything, my idea
3 changes kind of, because I've asked around a few other people that
4 I know have been on boats all their life and they seen it and --
5 I've talked to them a little bit about do you think this happened
6 or this happened, but I mean nobody's exactly sure.

7 Q. So what was your first hunch or what do you --

8 A. Well, my first hunch was the impeller went bad and I thought
9 it started from there. And then another couple hunches, just
10 guessing, you know, by watching the videos and stuff and seeing
11 that it started there at the stern, thinking maybe that after it
12 got so hot, thinking maybe it caught exhaust on fire and the
13 exhaust tubing in the lazaret maybe. But I don't know exactly for
14 sure. But these are all just things running through my head.

15 Q. Yeah. I think those were --

16 A. I'm trying to figure out why, you know, and make sense of it
17 too in my head, you know, because I was just in the engine room.
18 There was nothing wrong. I was just there 15 seconds ago. And
19 just still trying to process and figure it out myself, too. You
20 know, this is my best guess so far.

21 Q. The lazaret -- so I have kind of a layout. I mean, the
22 exhaust tubing that's always a potential.

23 A. Um-hum.

24 Q. So can you tell me where does the engine room end and the
25 lazaret begin? Or you can use the --

1 A. Let's see. Engine room and lazaret. This is the bar area
2 here, so engine room ends here. And this is the bulkhead goes
3 across.

4 Q. Okay.

5 A. Right here is the hatch to get to the lazaret, right before
6 you go out that door. It's right here to forward of the bar area.
7 It's at the bar area -- the entrance to the bar area would be
8 here, so the hatch would be there.

9 Q. Okay. Now I don't want to tell you what's on your boat. So
10 what's -- what equipment is in the lazaret and do you have -- is
11 there a space after the lazaret --

12 A. No.

13 Q. -- a steering compartment? Or is the lazaret and steering --

14 A. The lazaret is the steering compartment, yeah.

15 Q. Okay. Where are the fuel tanks located?

16 A. Forward of the engine room, be the next bulkhead. And then
17 your fuel tanks, your tank room is there.

18 Q. Are all three tanks in the tank room?

19 A. Yes.

20 Q. Okay. So in the lazaret, what equipment is in there?

21 A. We have the saltwater pump, freshwater pump, fire
22 extinguisher, my steering pump, the freshwater tank, the sewage
23 tank, and that's it.

24 Q. Steering gear?

25 A. Yes, steering gear.

1 Q. Rudders --

2 A. Your rudders and rudder posts and -- yes.

3 Q. And your -- and I take it your exhaust tubing goes through
4 there?

5 A. Yes, goes through there as well, yes.

6 Q. All right. And do you know what the exhaust tubing is made
7 of?

8 A. It's fiberglass, hard-piped up to the bulkhead.

9 Q. Is there ventilation openings in the lazaret?

10 A. No.

11 Q. So it's a stale room?

12 A. Stale room.

13 Q. There's no air movement?

14 A. No vent, no.

15 Q. Okay. But did you have any other hunches? I mean, there was
16 two. Any other theories?

17 A. I'm just guessing like everybody else here. I mean, I
18 don't --

19 Q. Okay.

20 A. Trying to make sense of it in my head. That's my best
21 assumption, but it's just an assumption.

22 Q. Yeah.

23 A. If I was right about it, I'd -- I don't know.

24 Q. I've seen recent pictures of the boat and I did notice that
25 there seemed to be a lot of carbon on the stern, on the transom of

1 the boat. Where it says *Island Lady*, the exhaust, observed that
2 the waterline and then kind of everything above there is kind of
3 dark and black. Did she smoke a lot?

4 A. No more than usual. No more than usual. They've cleaned the
5 back off with -- I'm not sure if they used Dawn soap or whichever,
6 but they took the finish off of the paint. So every time the
7 little bit of smoke would come, it would stick right to it. There
8 was no finish left on there.

9 Q. Okay.

10 CWO [REDACTED] More follow-up?

11 BY UNIDENTIFIED SPEAKER:

12 Q. Referring to the chartlet, one of the chartlets, about where
13 did the engines die?

14 A. Right when I was coming right here at the last marker. Right
15 when I was turning this corner right here is where the engines --
16 when I made this here and I put the wheels hard over to go in
17 here, that's when they died when I was turning to go in here.

18 Q. So before you grounded?

19 A. Before I grounded, yes.

20 Q. Closer to the ground, to the beach.

21 A. Right.

22 Q. Okay.

23 A. If I had more power, I could have been closer.

24 Q. Right. You throttled both of them forward as you were going
25 up on the sand?

1 A. Both. And as soon as I did that, that's when you heard the
2 little rubble after that and it shutoff. Just starved for air.
3 Too much smoke.

4 MR. YOUNG: This is Brian Young again.

5 BY MR. YOUNG:

6 Q. One question about the fuel shutoffs. Are you able to
7 isolate the fuel shutoff for each individual engine or is it one
8 valve for everything?

9 A. There was three individuals that went into a master. So you
10 could turn the one off that controlled them all or you each one
11 separate.

12 Q. And that would be killing port main, starboard main --

13 A. Generators, everything.

14 Q. And both generators on one valve?

15 A. Yes, sir.

16 Q. So three valves? Okay.

17 CWO [REDACTED] That's all we got?

18 BY UNIDENTIFIED SPEAKER:

19 Q. Just one follow-up for me. Just so we're clear for this
20 record, were you present for all of the maintenance that was done
21 on the *Island Lady* for the 2 years that you been captain?

22 A. No.

23 Q. Okay. Would it be a correct statement that in fact for most
24 of the maintenance you were not present?

25 A. Yes. Correct.

1 Q. Okay. So you would not be the best person to talk to about
2 the regular maintenance?

3 A. Maintenance, no.

4 Q. Okay. Thank you.

5 A. Um-hum.

6 CWO [REDACTED] But as far as -- this is [REDACTED] [REDACTED] with the
7 Coast Guard.

8 BY CWO [REDACTED]

9 Q. So as far as failures, mechanical failures issues that arise
10 through the operation of the vessel, you would be the gentleman to
11 talk to?

12 A. If I was known about it and informed, yes. If something
13 happened, they would tell me about it.

14 Q. You're the primary captain on board the boat?

15 A. Right.

16 Q. If there was an issue with the operation of the vessel, more
17 likely than not, you would have known about it?

18 A. Correct.

19 Q. Okay. Got you.

20 MR. YOUNG: Thank you, Captain, appreciate your time and
21 helping us out.

22 MR. BATTEN: Thank you.

23 MR. YOUNG: I'll secure the recording.

24 (Whereupon, the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

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

ACCIDENT NO.: DCA18FM010

PLACE:

DATE: January 19, 2018

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Leth
Transcriber