

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: ERIC GRAVES

Boothbay Harbor Shipyard
Boothbay, Maine

Wednesday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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I N T E R V I E W

(8:57 a.m.)

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2
3 CDR CARROLL: Good morning, this is Commander Kevin
4 Carroll conducting interview Boothbay Harbor Shipyards, Boothbay,
5 Maine. Purpose for the investigation into the sinking of the tall
6 ship *Bounty*. It's December 19, 3 minutes before 9. Present with
7 me I have --

8 MR. GRAVES: Eric Graves from Boothbay Harbor Shipyard.

9 MR. LANGER: Len Langer, representing HMS Bounty
10 Organization.

11 MR. DUBOIS: David Dubois, also assisting with Attorney
12 Langer, representing HMS Bounty Organization.

13 MR. KAPLAN: Michael Kaplan, I represent the shipyard.

14 MR. KAPOURIS: Charlie Kipouras, marine inspector at
15 Coast Guard sector Northern New England.

16 MR. JONES: Rob Jones, Investigator-in-Charge for the
17 NTSB.

18 MR. STOLZENBERG: Eric Stolzenberg, engineering, NTSB.

INTERVIEW OF ERIC GRAVES

19
20 BY CDR CARROLL:

21 Q. Okay. All right, Mr. Graves, I just want you to begin
22 and give us a description. And I understand that the *Bounty* was
23 here from about mid September until about mid October. Can you
24 please just basically from the initial contact from *Bounty* until
25 the end, can you please give us a description of the scope of the

1 work that was done while the vessel was here?

2 A. Yes, the boat was here. We worked closely with
3 Robin Walbridge, who basically organized all the work on the boat
4 with his crew and our small crew. The majority of the work that
5 we were responsible for was some of the interior work. There was
6 a watertight bulkhead replaced. Tank room was converted into a
7 crew space and then the old crew space was converted to a tank
8 room. We assisted in locating the tanks that they provided.

9 There was a couple minor repairs to planking on the sheer
10 strakes, short sections, both port and starboard below the
11 covering board. And those were replaced with some of our best
12 white oak material that we had. I think originally it was Douglas
13 fir. And there was a quarter repair to the corner of the -- let's
14 see, portside transom; that was a minor repair from I think damage
15 from docking.

16 All systems work was done by their crew. They had a couple
17 of engineers. And all the bottom work of minor caulking and
18 scraping and painting was done by their crew. We had one of our
19 crew member that did a short amount of caulking, I think possibly
20 on the keel rabbet up forward. And then another company rebuilt a
21 deck hatch that we lowered in place and helped install. And I
22 think that's about it.

23 Q. Okay. What dates was *Bounty* here at the shipyard?

24 A. Like you said, mid September, late September through
25 late October.

1 Q. Okay. What was the initial communication from the
2 Bounty Organization to the shipyard that they needed the rail
3 availability?

4 A. Yeah, just with Rob and a couple phone conversations
5 initially, briefly describing the work that he was hopefully going
6 to complete during the hull out. And then upon his arrival, we
7 built the spreadsheet to really itemize everything that we were
8 going to try to be responsible for and establish the job orders
9 and the budget. And we paid very close attention to that. Every
10 week I reviewed it with Robin and we came in right at -- on budget
11 for our component, and he was a very happy customer and talked
12 very highly of the hull out, and was ready to go.

13 Q. Was there any correspondence provided in regards to his
14 -- your statement that he was satisfied with the work at the
15 shipyard, anything, e-mail?

16 A. Nope, I don't think so.

17 Q. Okay.

18 A. It was all verbal.

19 Q. All right. I have the price and cost estimate provided
20 to me by Mr. Kaplan dated September 13, 2012. Is this the
21 estimate that you talked about in regards to working with Captain
22 Walbridge prior to the vessel arriving?

23 A. Yes, it is. It shows our initial hour estimate and
24 price for materials and hours. And then on 10/19 I compiled all
25 the hours and came up with the final cost and we were just under

1 budget.

2 CDR CARROLL: Okay.

3 MR. LANGER: Is there a copy of that that we can look
4 at?

5 MR. GRAVES: I don't have another copy, but you can look
6 at that if you'd like.

7 CDR CARROLL: Mike, can we make copies here?

8 MR. KAPLAN: I don't know. I could probably get you a
9 copy of it later.

10 MR. LANGER: Is there a copier here?

11 CDR CARROLL: Yes. And I have that electronically,
12 Mr. Langer. I can provide you with that also.

13 MR. LANGER: I'd like a copy before we go.

14 BY CDR CARROLL:

15 Q. In regards to the division of work, from what you stated
16 that the *Bounty* crew did a good deal of the work on the vessel
17 while it was here, but there was some items that were performed by
18 your staff in regards to interior bulkheads, tank room conversion,
19 the crew space, help with locating the tanks, and the repairs to
20 the sheer strake. Was that discussed during this meeting?

21 A. Yes.

22 Q. Okay. Had *Bounty* ever been to Boothbay Harbor Shipyard
23 before?

24 A. Yeah, she's been here many a times.

25 Q. The division of labor you described as the crew doing

1 part of the work and the shipyard staff doing part of the work.

2 Was that the way that it had been done in the past?

3 A. Yeah, as routine maintenance hull outs. We had a hull
4 out back 10 years ago as well for the bottom rebuilding, and then
5 about 5 years ago for the topside rebuilding.

6 Q. So the hull out was 10 years ago for the bottom?

7 A. Um-hum.

8 Q. Replacement of the bottom planking?

9 A. Yeah, and framing.

10 Q. I'm sorry, what was the -- hull out was 5 years ago?

11 A. Roughly 5 or 6 years ago.

12 Q. And what was done during that time?

13 A. Topside planking and framing.

14 Q. Okay. At this yard, do you assign like a quality
15 assurance person that monitors the vessel, the work being done
16 while they're here?

17 A. Yeah, on larger projects we do. This was a short-term
18 routine hull out mainly, so our project manager, Todd Kosakowski,
19 was in charge of carefully monitoring all the work and was
20 involved hands on with the work as well. And --

21 Q. It might be a stretch but can you spell the last name,
22 Kosakowski?

23 A. Probably not.

24 Q. Okay.

25 A. K-o-s-o --

1 Q. Yeah, I'm going phonetic.

2 A. Yeah.

3 Q. Okay. You'll get it.

4 A. And Robin was hands on as being the ship's carpenter.
5 He was very hands on and highly involved in everything we did as
6 well, making sure that things went together properly and under his
7 satisfaction.

8 Q. Was that Robin Walbridge?

9 A. Yes. And without detailed construction drawings,
10 everything went back in as built basically and as he wanted it.

11 Q. Now, that was the question I was going to ask, were you
12 provided with any plans in regards to, and I'll get specific, on
13 the interior bulkheads, the tank room conversion, the crew space
14 development, the location of the tanks?

15 A. No.

16 Q. Okay. The location of the tanks, relocation of the
17 tanks required plumbing to be done for the piping, for the fuel
18 and water. Were you provided any plans for that?

19 A. Nope, and we didn't really do any of the systems work.
20 Their two engineers I think were on board that did most of the
21 systems work.

22 Q. Do you know who those engineers were?

23 A. Not offhand.

24 Q. Is piping welded or was it screwed?

25 A. I'm not sure.

1 Q. I don't recall seeing any welding specs on there.

2 A. Yeah, I don't think it's welding.

3 Q. I recall seeing --

4 A. All threaded pipe maybe, I'm not sure.

5 CDR CARROLL: Possible. Do you have a question, Eric?

6 MR. STOLZENBERG: I think you just --

7 CDR CARROLL: Okay.

8 MR. STOLZENBERG: -- followed it up, whether or not

9 there was welding for the piping system or whether it was just --

10 CDR CARROLL: Yeah.

11 MR. STOLZENBERG: -- probably copper, nickel, threaded,

12 or something --

13 MR. GRAVES: Right.

14 MR. STOLZENBERG: -- standard.

15 BY CDR CARROLL:

16 Q. Good. This is a invoice that's dated October 2, 2012.

17 I believe the vessel left later than that, but we follow it on,

18 there's an invoice also dated October the 19th of 2012. And I

19 believe this is for the final bill in regards to that, and that's

20 what I'm referring to. I want to -- I don't see any welding --

21 A. Right.

22 Q. -- that was on there. Okay. Who from the shipyard

23 assisted with the movement of the interior bulkheads? And I'll

24 just refer to that as the tank room, crew space conversion?

25 A. Todd Kosakowski and Jim Jones, James Knightly, and

1 Doug Pedersen.

2 Q. Okay. Who performed the caulking that was done? From
3 what I understand, there was -- you said there was caulking done,
4 the keel rabbet, there was some planks replaced on the sheer
5 strake. Was the -- planking was replaced by the shipyard.

6 A. Yes.

7 Q. But was the caulking done by the shipyard on those
8 planks?

9 A. Only a small section on the bottom keel rabbet, so no,
10 we did not do the caulking on the sheer strakes.

11 Q. Okay.

12 A. Their crew did the caulking on the sheer strakes.

13 Q. Who performed the caulking on the keel rabbet?

14 A. That was Todd Kosakowski.

15 Q. How long has Todd worked here?

16 A. Six years.

17 Q. Has he worked on wooden hull vessels before --

18 A. Yes.

19 Q. -- with caulking? How extensively has he performed
20 caulking on wooden hull vessels?

21 A. Very extensively.

22 Q. At the end of the yard period, did you have any
23 discussions with Captain Walbridge in regards to the work that was
24 done? You already said that he seemed to you that he was very
25 satisfied with the work. Was there any discussion of things that

1 were not done?

2 A. No, we completed everything on our list, came in under
3 budget, he was very happy to report to the owner how well we did.
4 The plan for them was to go through the Great Lakes this coming
5 summer and be back for another hull out next fall. He was a good
6 friend over the past 6 years, I think, that I knew him from the
7 last hull out and really liked coming to the yard and liked
8 everybody here and was very happy with the work that we performed.

9 CDR CARROLL: In regards to the deck hatch, do you have
10 any -- and this is a inboard profile for *HMS Bounty*, drawings by
11 David Wyman, PE and Associates, it's dated 2001. This is the
12 inboard profile that's been identified by Mr. Hansen as the most
13 accurate depiction of the *Bounty* minus this hatch that was removed
14 for the tonnage. And minus the new conversion that was done after
15 the tonnage.

16 MR. LANGER: He also mentioned that the berthing and
17 tanking were reflected here.

18 CDR CARROLL: Yeah, this is accurate. This is --

19 MR. LANGER: Yeah.

20 CDR CARROLL: -- what goes back to how the conversion
21 that was conducted here at the yard in September and October was
22 bringing it back to this original configuration in 2001.

23 BY CDR CARROLL:

24 Q. Where was this deck hatch? Let me hand you a
25 highlighter, if you could --

1 A. Yeah.

2 Q. -- indicate for me where the deck hatch was placed on,
3 or do you know?

4 A. Yeah, I -- just from briefly seeing it, it would have
5 been this hatch I'm quite certain, that this was raised slightly
6 to have a companionway that you could walk through and downstairs.
7 So I think this is the hatch.

8 Q. Okay. So was this lifted and removed?

9 A. Yep, it was -- when the boat came here it was not on the
10 boat, it was at another shop being added to, to become higher.

11 Q. So this entire hatch was not on the vessel when it came
12 in?

13 A. Correct.

14 Q. Okay.

15 A. I'm pretty certain. Todd would definitely know for
16 sure. I'm -- that's --

17 Q. Okay, that was my next question.

18 A. All right.

19 Q. And --

20 A. I'm just confused with both of these hatches, I just --
21 I can't remember which one was which here.

22 Q. Right, from the -- starting from the bow this would be
23 the main skylight and from what I've been told is that this was
24 also removed in order to be able to lower --

25 A. Right.

1 Q. -- the fuel tanks --

2 A. Right.

3 Q. -- into the space, but we need to get some more
4 information from Todd.

5 A. Yeah.

6 Q. When the deckhouse was replaced after the fuel tanks
7 were in, who made the reconnections to the deck?

8 A. We helped do that as well, so Jim Jones and
9 James Knightly.

10 Q. And James Knightly?

11 A. And it was some pretty heavy bolts that went through, I
12 think 1-inch bolts that bolted that down to the existing deck
13 beams and karma (ph.).

14 Q. What were the size of the bolts again, please?

15 A. I think 1-inch, but the other guys would know.

16 Q. Is there any caulking done with the connection to the
17 deck?

18 A. I don't think so.

19 Q. Okay. Interviews with the crew, they've indicated that
20 they used for caulking, cotton, oakum and they also used a product
21 called DAP and also a product called NP1.

22 A. Right.

23 Q. Do you use that here at the shipyard?

24 A. Occasionally. The DAP, we used a lot of it on the
25 *Bounty* originally and Robin was very satisfied with that. It

1 performed equally as well as some product that would be more
2 suited for marine application. I think he was trying to compare
3 the new product, the NP1, with how that would perform, if that
4 would perform as equally as well as the DAP. So I think he might
5 have been using on one side the DAP and the other side the NP1 to
6 kind of compare.

7 Q. Do you have any information on the product at all, I
8 mean, in regards to --

9 A. No.

10 Q. But basically so it was the decision of the vessel to
11 use -- to initiate this comparison between the two products, the
12 NP1 and the DAP?

13 A. Correct.

14 Q. Okay. Going back to what you stated earlier, is that
15 the caulking -- the majority of the caulking that was done was
16 done by the vessel crew, there were some areas specifically on the
17 keel rabbet that was done by Todd?

18 A. Right. And I think at one point Robin showed us some of
19 the existing caulking, and it -- just a small piece and it looked
20 very intact, so I don't think they reefed any of the oakum, I
21 think they just added in spots and then applied the seam compound.

22 Q. So they did not reef?

23 A. I don't think so, but --

24 Q. Okay.

25 A. And it wasn't miles of caulking, it was only isolated

1 locations that they went around and touched up the caulking.

2 Q. Did you see the vessel when it came out of the water?

3 A. Yes.

4 Q. How was the condition of the vessel? In other words,
5 when it initially came out, was it leaking water on the rail at
6 any places?

7 A. No, no, I think it was holding up pretty well. The
8 bottom looked very solid and tight. I think they had a hull out
9 last year so the paint had held up pretty well, so there wasn't a
10 huge amount of growth. I think he was pretty good at hulling out
11 every year and making sure all the seams looked tight.

12 Q. But it was not hulled out here last year?

13 A. No.

14 Q. In regards to the planks that were replaced, what type
15 of fasteners went back in?

16 A. I think they were trunnel fastened and then the ends
17 were spiked with large, galvanized ship spikes.

18 Q. Why trunnels?

19 A. They hold up really well, they're proven to last, you
20 know, longer than iron.

21 Q. Okay. So trunnels you're referring to treenails
22 basically?

23 A. Yeah.

24 Q. So what did the trunnels -- actually what type of wood
25 are they made out of?

1 A. I think they were locust trunnels.

2 Q. I'm sorry, you said they were galvanized, spiked at the
3 end?

4 A. Yes. The guys would know for certain.

5 Q. Okay. Do you recall what date the vessel came off the
6 wrap?

7 A. Not off hand, I'd have to check the schedule.

8 Q. Okay. I'd ask if we could do that, please, just to
9 check the schedule. Do you recall what date the vessel departed?

10 A. No, not exact dates.

11 MR. KAPLAN: You want the date it went on the rails and
12 off, or --

13 CDR CARROLL: The date they went on the rail, the date
14 that it came off, and then the date that it ultimately departed.

15 BY CDR CARROLL:

16 Q. Prior to the vessel going back in the water, was there a
17 water spray on the hull at all?

18 A. No.

19 Q. After the vessel went back into the water, prior to
20 departure, were there any concerns relayed to you by the owner
21 about any areas that were leaking?

22 A. No, (indiscernible) it was a dry bilge. As far as I
23 know it was very tight.

24 Q. And you've already related before that he verbally
25 communicated to you that he was satisfied with the work and

1 planned to come back next year?

2 A. Yes.

3 CDR CARROLL: Okay. Mr. Jones, as I review my notes,
4 do you have any questions for Mr. Graves or, excuse me?

5 MR. JONES: No, you can go to Eric (indiscernible).

6 CDR CARROLL: Eric, do you have any questions?

7 BY MR. STOLZENBERG:

8 Q. I just had a question. As a long-term customer, do you
9 guys keep any drawings of the vessels yourselves or with the --

10 A. Occasionally. We might have like a couple of these
11 older drawings, but I hadn't seen them for a long time.

12 Q. Okay. So you don't update drawings or -- when she's
13 here?

14 A. No, just when they come and if they provide anything for
15 us.

16 Q. Okay. And the other question I had is, as a yard
17 performing the work on wooden vessels, do you ever advise
18 customers on what may or may not be a good idea in your
19 experience?

20 A. Yeah, yeah, certainly, and with the case with this boat
21 and Robin's experience, on a personal level, he's one of the most
22 capable people that I've met, I think, in my professional career.
23 Could do about anything and was very, very good at, you know,
24 looking at, you know, this vessel and determining what she needed
25 and what his experience was with her, you know, traveling, you

1 know, all over the world with her in the past 5 years. And he was
2 very capable.

3 Q. And the last one I just had was, did any of your crew
4 express any concerns with any of the caulking work or any of the
5 work performed by some of the yard -- or excuse me, the vessel
6 personnel?

7 A. No, I think, you know, they were, you know, a crew in
8 their 20's and 30's, I think, without a lot of experience. But
9 what they were doing with the caulking was pretty minor, I think,
10 with just adding oakum and cotton here and there. And I did kind
11 of notice that they were doing it properly and they'd come back
12 over it with a two-person caulking system with a large mallet, one
13 person swinging the large mallet and one person holding the iron
14 and really setting the caulking. And then Robin was in charge of,
15 you know, overseeing that work as well and he made sure that it
16 was done properly, so --

17 MR. STOLZENBERG: Okay. That's all I have.

18 BY MR. KAPLAN:

19 Q. Okay. Mr. Graves, the -- you mentioned that NP1 and
20 that Captain Walbridge was possibly comparing that with the DAP?

21 A. Right.

22 Q. What's your personal experience in the yard with the
23 NP1, I mean, have you verified --

24 A. I'm not very familiar with the NP1.

25 Q. Have you heard from other customers that it's worked on

1 their vessels, or --

2 A. No, I'm not that familiar with it.

3 Q. Okay. And so this yard hasn't used it before on other
4 wooden vessels?

5 A. Not to my knowledge.

6 MR. KAPLAN: Okay.

7 BY CDR CARROLL:

8 Q. Do you have any here?

9 A. There might be something left over, but it probably went
10 with the boat if they had it.

11 CDR CARROLL: Okay.

12 BY MR. JONES:

13 Q. And did they purchase that locally?

14 A. I think so.

15 Q. And you've said the *Bounty's* been here several times or
16 many times over the years?

17 A. Yeah.

18 Q. Were you here witnessing that or seeing the *Bounty* on
19 these hull outs and --

20 A. Yeah, I was --

21 Q. -- these yard periods?

22 A. I was here in '06, '07 when it was -- the topsides were
23 redone. And then I think she was here 2 years ago in 2010, was
24 it? Yeah.

25 Q. About how many times, though has the *Bounty* been here

1 and you've seen her here at this yard?

2 A. I think three.

3 Q. Three. What's your impression of the vessel from the
4 first time you saw her until now --

5 A. Yeah.

6 Q. -- improving, state of repair, good state?

7 A. Yeah, it was in good repair, the major restoration a few
8 years ago with the topsides, I think the only concern at this
9 point was the topside planking being of Douglas fir. And we ended
10 up, the two planks we replaced we went back in with a really good
11 quality white oak, so the fir I don't think was holding up like
12 they expected it to.

13 MR. JONES: And that's all I have right now, thanks.

14 MR. GRAVES: Yeah.

15 BY CDR CARROLL:

16 Q. In regards, here's a mid-ship section of *Bounty*.
17 Garboard strake, bilge strake, sheer strake. At what point do you
18 recall where, from what you said before, that the sides was done
19 with Doug fir, the bottom was done with oak?

20 A. Right.

21 Q. Where -- do you know -- recall where that -- where the
22 Doug fir began?

23 A. I'm not sure. I know from the lower rail and above was
24 Doug fir. I'm not sure if -- how much of below the rail was oak
25 or fir. And I think up forward in the tight bends to the stem,

1 that was all white oak up forward.

2 CDR CARROLL: Okay. Mr. Langer, do you have any
3 questions?

4 MR. LANGER: Just a few.

5 BY MR. LANGER:

6 Q. Mr. Graves, you -- I think Commander Carroll showed you
7 before the yard bill when the vessel was here in October of 2012.
8 It's actually a 4-page invoice, is that correct?

9 A. Um-hum. Yep.

10 Q. And on -- the last page I think is -- the top page of
11 the document is the last page and shows the total bill for the
12 time it was in the yard of \$83,312, does that sound about right to
13 you?

14 A. Yeah, I think so.

15 Q. Okay. Just to follow-up on a question that
16 Captain Jones asked. To your knowledge, did you or any of the
17 crew here in the yard have any concerns about the *Bounty* when she
18 left in the end of October?

19 A. Nope, I don't think so. I guess next year was -- it was
20 going to be the hull inspection I think on the boat, I don't think
21 it was a hull inspection this year. And the topside planking of
22 the Doug fir was maybe the only concern, so that was going to be
23 addressed next year.

24 Q. Okay. Was there any inspection of those areas that you
25 said were just Doug fir, did -- was there an inspection made to

1 determine the condition, the present condition?

2 A. Just from Robin pointing out the two planks he wanted
3 replaced.

4 Q. Okay. Other than those two planks, did you observe any
5 other areas that you thought needed work?

6 A. No.

7 Q. Did Mr. Kosakowski or Mr. Knightly or any of the other
8 crew mention to you that there were areas that they thought needed
9 work?

10 A. Nope, not on the planking. It seemed like the pieces
11 that they pulled off were in pretty poor shape, so it was assumed,
12 I think, that next year we would maybe do some more planking.

13 Q. Were you involved at all in the -- well, back up. To
14 your knowledge, were the tanks inspected before they were put in?

15 A. I'm not sure.

16 Q. Do you know whether there were any Coast Guard
17 inspectors here in the yard during the time the vessel was here?

18 A. Yeah, I think Charlie was here and they did a tank test.

19 Q. Okay. But to your knowledge were there any problems
20 with the tanks --

21 A. No.

22 Q. -- during the testing?

23 A. No.

24 Q. To your knowledge, did anybody here at the yard take any
25 photographs of the work that was being done?

1 A. I'm not sure. Todd might have taken a couple, but Robin
2 was a photographer and he -- I think he took quite a few
3 photographs.

4 Q. I know that there's been a couple of video clips on the
5 internet of the launching of the vessel, did the yard take any
6 videos or hire any publicity for the launching?

7 A. No, no. There was somebody that I think did that video
8 for Robin, I can't remember who that was, but --

9 Q. Okay. Did Captain Walbridge provide the yard with any
10 photographs or anything that he had or his crew had taken?

11 A. Yep, he actually gave us some photographs of just
12 ourselves as like a thank you for everybody. It was like a little
13 collage he actually put together of pictures of each of our crew.

14 Q. As they were working on the vessel?

15 A. Yeah, I think or just random pictures. So he was always
16 taking some pictures with his camera.

17 Q. Do you still have those photographs?

18 A. Yep, they're hanging on a wall down in the shop. He
19 made a nice little collage.

20 MR. KAPLAN: Okay. If I could get copies of the photos,
21 if that's all right, sir?

22 BY MR. KAPLAN:

23 Q. Sure. Do -- Eric, how long would it take to check the
24 schedule, the launch, the --

25 A. Just the dates?

1 Q. The launch and the departure, yeah. Do you want to do
2 that now if it doesn't take too long?

3 A. Yeah, I could do that, it shouldn't take too long.

4 CDR CARROLL: Okay, that's fine, why don't we -- we'll
5 take a break.

6 MR. LANGER: I have one other question before we do that
7 if it's okay with you?

8 CDR CARROLL: Sure.

9 BY MR. LANGER:

10 Q. Can you, Mr. Graves, show me the drawing that Commander
11 Carroll showed you, can you point out to me where the new bulkhead
12 was placed?

13 A. I'm not certain.

14 Q. Who would know that?

15 A. Todd and the guys that worked on the boat.

16 MR. LANGER: Okay. Okay. That's all I have, thanks.

17 BY CDR CARROLL:

18 Q. From your understanding from what you said before
19 though, you said that since no new plans were made, they went back
20 in as designed.

21 A. As built, yeah.

22 Q. As built, right?

23 A. Right. So what came out basically went back in the same
24 construction as other bulkheads and the bulkhead they removed as
25 far as I know. With laminated plywood and stick built structure.

1 CDR CARROLL: Okay. Did you want to check on --

2 MR. GRAVES: Yeah, I can check on that.

3 CDR CARROLL: Okay.

4 MR. GRAVES: Do you want me to send somebody up?

5 CDR CARROLL: Yeah, we'll conclude the interview and
6 we'll just wait for the information in regards to the date that
7 the vessel went on the rail, the date that the vessel came off the
8 rail, and the date that it departed.

9 BY CDR CARROLL:

10 Q. One last question (indiscernible) one of the line items
11 in the final bill was dive survey -- wait, or not, it said --

12 A. Yeah.

13 Q. -- dive. What was that for?

14 A. That was a diver that we had come in to help with the
15 blocking during hull out. So he basically wedged the keel blocks,
16 there was some hog in the keel. So he was down there wedging the
17 keel and making sure the bilge blocks came in and might have
18 wedged a few bilge blocks as well.

19 Q. So it was not a dive inspection of the hull?

20 A. No.

21 Q. It was -- okay. So set the blocks?

22 A. Yeah.

23 CDR CARROLL: Okay. This concludes this interview.

24 Okay.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of Eric Graves

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Elizabeth Cochran
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: TODD KOSAKOWSKI

Boothbay Harbor Shipyard
Boothbay, Maine

Thursday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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CHARLES KIPOURAS, Marine Inspector
U.S. Coast Guard

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I N T E R V I E W

1
2 CDR CARROLL: This is CDR Kevin Carroll, Booth Bay
3 Harbor Shipyard, Maine, conducting interviews with Bay Harbor
4 Shipyard in regards to the sinking of the vessel *Bounty*. The date
5 is December 19th. It's about 9:35 in the morning. Present at the
6 interview are:

7 MR. KOSAKOWSKI: Todd Kosakowski, K-o-s-a-k-o-w-s-k-i.

8 MR. LANGER: Len Langer, representing HMS Bounty
9 Organization.

10 MR. DUBOIS: David Dubois, also assisting Attorney
11 Langer, representing Bounty Association.

12 MR. KAPLAN: Michael Kaplan here for the Shipyard
13 Counsel.

14 MR. KAPOURAS: Charlie Kapouras, Marine Inspector from
15 Coast Sector in Northern England.

16 MR. JONES: Rob Jones, Investigator-in-Charge for the
17 NTSB.

18 MR. STOLZENBERG: Eric Stolzenberg, Engineering, NTSB.

19 BY CDR CARROLL:

20 Q. Okay. All right. Todd, basically, what I'd like you to
21 do is give us a little history on yourself, how long you've worked
22 here at the shipyard, what type of credentials you may have,
23 professional credentials, degrees, any work that you've done that
24 would be related to work on wood hull vessels. And then briefly
25 describe your interaction with the vessel *Bounty* when the vessel

1 was here in September and October of this year.

2 A. Okay. I guess my marine career started with Outward
3 Bound in high school. I went to college for 2 years, left that to
4 start teaching sailing in Myrtle Beach. Taught sailing there on
5 and off for about a year and a half, went to sail training ships
6 in Key West, New York, Maine, Connecticut.

7 Q. Can you tell me what vessels, please?

8 A. Sure, the Liberty Clipper, the Liberty, the -- in no
9 certain order because I switched back and forth.

10 Q. Okay.

11 A. But the Lettie G. Howard, the Amistad, the Sloop
12 Clearwater, Appledore II. That's the significant ships that I was
13 in, you know, more than just 1 week or 2 weeks. Those were either
14 chief mate positions or deckhand positions. I realized I wanted a
15 family. Got off of the sail training ships, of which I ran
16 maintenance crews, I ran maintenance winters, working with
17 shipwrights. Decided I was going to go into the restoration
18 aspect of it. Went to the apprentice shop for 2 years, built
19 vessels there. Soon after that, got a job here and I've been here
20 for 6½ years, from carpenter to project manager.

21 Q. Okay. The vessels that you ran maintenance crew on,
22 maintenance winters, were any of those wooden hull vessels?

23 A. The majority of them.

24 Q. The majority of them?

25 A. The Liberty and the Liberty Clipper were the only two

1 steel vessels; the rest were all wood.

2 Q. Okay. Have you been involved with those particular
3 vessels in any haulouts and performed work on their hulls in
4 regards to caulking, planking replacement, frame replacement?

5 A. Yes. Probably half of those I was involved with some
6 out-of-the-water work. We also replaced planks and caulked
7 vessels in the water with work above the waterline.

8 Q. Okay. Are all of those vessels carvel planked, plank on
9 frame construction, or are any of those --

10 A. Yes.

11 Q. -- uniquely planked?

12 A. They are all carvel.

13 Q. Okay. What is the Apprenticeshop?

14 A. It's a 2-year apprenticeship in wooden boat building in
15 Rockland, Maine.

16 Q. And during those times did you receive specific
17 instruction in regards to the repair and maintenance of wooden
18 hulled vessels?

19 A. Yes.

20 Q. Okay. Did you work on specific vessels during that
21 time?

22 A. I built two built two boats while I was there: a 24-
23 foot lobster boat and I also built a 18-foot catboat, both carvel
24 planking, traditionally caulked.

25 Q. Can you explain to me what you mean by traditionally

1 caulked?

2 A. With cotton and seam compound, not polysulfide or any of
3 the traditional bottom compounds.

4 Q. Okay. What seam compound did you normally use? Was
5 there one that you normally used?

6 A. DAP or we also used the Interlux seam compound for
7 underwater seam compound.

8 Q. So your Interlux was for below the waterline?

9 A. Yeah. I think it's Interlux. There's a couple of
10 different product names.

11 Q. And you stated before, and I'll ask one more time, how
12 long have you worked here?

13 A. Six and a half years.

14 Q. In what capacity?

15 A. I started as a carpenter, went quickly, in the '07
16 *Bounty* restoration, to a foreman and then within probably 2 years
17 or 3 years after that I was project manager.

18 Q. So you were involved in the '07 *Bounty* restoration?

19 A. Yes.

20 Q. Do you recall what that entailed?

21 A. It was reframing, replanking from the waterline up or
22 thereabouts. There were a certain amount of oak planking that was
23 in that intermediate area. Rebuilt a significant amount of the
24 transom and stern gallery, stern gallery windows. They resheathed
25 the deck that was not -- that wasn't our -- the shipyard did not

1 resheath the deck. They hired on carpenters to do that.

2 Q. When you say the deck was resheathed, what does that
3 mean?

4 A. They -- to change the watertight integrity, they put a
5 ice and water shield over the deck and then relayed 3/4-inch fir
6 planking over that.

7 Q. So the existing deck remained?

8 A. Yes.

9 Q. They put the ice and shields over the top?

10 A. Yeah, it's like a roof material, sheet material.

11 Q. With tarpaper?

12 A. Yep, but this is -- it's a little more aggressive than
13 that.

14 Q. Okay.

15 A. It's self-adhering and self-sealing.

16 Q. And then they went back over -- was that deck caulked?

17 A. No. Other than just the polysulfide.

18 Q. Polysulfide. Was that your first interaction with
19 *Bounty*?

20 A. Yeah, other than maybe the informal seeing them in port
21 while I was on another vessel.

22 Q. Okay.

23 A. There was a lot of other things we did on the boat. We
24 changed the hawseholes. There was a little bit of clamp
25 replacement in the forepeak. There was, I believe, all new -- the

1 bow rails in front of the boat, that was all new.

2 Q. And this is 2007?

3 A. Um-hum.

4 Q. Okay.

5 A. Waterways, covering boards, that was all new;
6 stanchions, rails.

7 Q. In your opinion, after that 2000 restoration time here
8 at Booth Bay, what was the condition of the vessel compared to
9 when it arrived?

10 A. Dramatically better. It's a lot of new wood.

11 Q. Okay. Let's stay with this, with this timeline. From
12 2007, when was the last time you -- the next time after 2007 that
13 you worked with *Bounty* here at the shipyard.

14 A. I believe it was last summer, they were here. We built
15 a mizzenmast. We did not build the mizzenmast. We helped install
16 the mizzenmast. I built the fighting top for the mizzenmast and
17 also helped take the mizzenmast down.

18 Q. Why was the mizzenmast being taken down?

19 A. It was steel and it was originally what the exhaust for
20 the engines ran through it, and it was -- essentially, they were
21 condemning it, saying that they were, you know, just upgrading.
22 They were going to put in a new mast; this was rusted.

23 Q. So the exhaust from the engine room actually came
24 through the mizzenmast?

25 A. At some point. It didn't -- since I'd been involved

1 with the boat, I don't think that it was run that way.

2 Q. Okay.

3 A. That had been changed. But originally for the movie,
4 they didn't want exhaust coming out through the sides while they
5 were filming so they hid it up through the mast.

6 Q. Which movie?

7 A. *Mutiny on the Bounty*.

8 Q. Oh, okay, so the Marlon Brando 1960's version?

9 A. That's the story I got.

10 Q. Okay. And you believe that that was last year?

11 A. Yes.

12 Q. Okay.

13 A. Things run together.

14 UNIDENTIFIED SPEAKER: Well, last -- summer of '11 or
15 12?

16 MR. KOSAKOWSKI: Summer of '11. '11, yeah. I'm sorry.

17 BY CDR CARROLL:

18 Q. That's okay. Okay. Anything else you can remember from
19 that last yard period?

20 A. I can't remember doing much more work than that. They
21 were -- the vessel wasn't even here. It was at the Wattons Wharf.
22 I guess we did haul it. But that was the -- I think, the extent
23 of the work was what they did on the mast. The rest of it they
24 did themselves, and we may have assisted in the bottom, cleaning
25 the bottom, but --

1 Q. From your experience, from the 2007 point, you're saying
2 that the summer of 2011, the times that the vessel was here, is it
3 typical that the *Bounty* crew would actively work on the vessel?

4 A. Yeah.

5 Q. Okay. So let's talk about this year's yard period. Do
6 you recall when the vessel arrived here at Boothbay?

7 A. I do.

8 Q. Okay.

9 A. I guess we were -- we hauled up first. Just in terms of
10 what we did, or --

11 Q. I would say basically from the time that the vessel
12 first arrived and that you, I guess, you were assigned to the
13 project, obviously.

14 A. Yeah.

15 Q. Talk about, you know, when the vessel arrived, your
16 interaction with the vessel, how you were assigned, and what
17 projects that you worked on.

18 A. I ran the project. So I was in charge of, to some
19 extent, the *Bounty's* crew and anybody that was involved from the
20 yard, including some contractors; I was the oversight.

21 Q. So in a sense you were quality assurance for the yard?

22 A. Correct.

23 Q. The scope of the project, how was that communicated to
24 you before work began?

25 A. Before work began, actually, I had a couple of text

1 messages with Robin just, you know, getting an idea of in a pretty
2 low scale way what we were looking to do. His e-mails were -- or
3 his text messages were always very unclear so I would clarify with
4 Eric and what their phone conversations were. It wasn't super
5 clear on what they were trying to do until they arrived, and by
6 then I think they had a spreadsheet that they gave me. And then
7 the majority of it really was direct communication from Robin to
8 me. That was a day-to-day thing. We worked pretty close together
9 with what the order of operations should be.

10 Q. From the experience that you have from working in the
11 shipyard during your apprentice time and during your times, you
12 know, working on tall ships, what's your impression of Robin
13 Walbridge's abilities in the shipyard in regards to the
14 maintenance and repair of *Bounty*, specifically?

15 A. I don't get to see a lot of captains that have the depth
16 and knowledge that Robin does. He's definitely probably just as
17 well suited running repair and maintenance on vessels than he is,
18 you know, that he is driving it. He's always willing to try
19 something new and veer out of the kind of traditional repairs that
20 you don't see a lot of captains willing to do.

21 Q. Okay. So as far as major projects for *Bounty* while she
22 was here, what did you do?

23 A. Shave and a haircut really on the bottom. So pressure
24 washed and bottom painted. Took a couple of planks off the
25 topsides. We repaired the port quarter, the corner where it joins

1 the stern gallery. They had rubbed it up against a pier at one of
2 their last dockings. We moved a bulkhead in the new crews'
3 quarters. We swapped -- some of this, of course, the crew was
4 doing and we just a hand in. But they swapped the crews' quarters
5 with the tank room, essentially, and -- so all the tankage was
6 going to be in one place. We installed a companionway down into
7 the new crews' quarters. We also installed the new main hatch
8 that was built by Artisan Boatworks up in Camden or at Rockport.

9 I did a very little amount of caulking on the bottom.
10 There was a crew that was kind of designated to do that. They
11 were caulking, resetting caulking.

12 Q. Okay. So they were doing caulking. So they were
13 resetting caulking. What does that mean?

14 A. Caulking that wasn't -- was no longer tight, they were
15 resetting it in. That's normal practice as long as you're
16 diligent about how much more -- where is that going, you know.
17 It's one of those gray areas where you can -- you don't want to
18 push the cotton and the oakum in between the seams. You want to
19 make sure that you're just making stuff tight, and that's what
20 they were doing. It was just trying to tighten the hull up,
21 essentially.

22 Q. Did you see the vessel when it came out of the water?

23 A. Yes.

24 Q. Okay. What was your assessment of the vessel's hull
25 when it came out of the water?

1 A. The bottom was in surprisingly good condition. We haul
2 a lot of boats of large wooden sail training vessels. To compare
3 it to one of the last ones we hauled out this summer or late
4 spring was the *Victory Chimes* and this was significantly tighter,
5 smoother, harder; the planking was in great shape. And, actually,
6 the antifouling paint was in dramatically different shape too.
7 There was very little marine growth for as long as they had been
8 out.

9 Q. Did you have any areas on the hull that you were
10 concerned with at the beginning of the project?

11 A. Before we took planks off? No.

12 Q. Okay. Why don't we elaborate on that? You said before
13 the planks off, no. After the planks came off, did you have any
14 areas of concern?

15 A. The concern would be the planking itself on the frames.

16 Q. Okay, why don't you describe that if you could, please?

17 A. Robin had two planks: one was on the port side under
18 the channels, and starboard side under the aft channels or the
19 mizzen channel. We took both planks off because they appeared to
20 have cracks or checks and cracks. They just looked slightly
21 deteriorated. He wanted to, obviously, replace them. We took the
22 planks off and we were surprised at the shape of the frames behind
23 them and the planks on either side.

24 Q. Surprised by what?

25 A. They were -- actually, they seemed like they were

1 showing very aggressive signs of decay for 5-year-old frames.
2 There also -- in way of massive amount of wood, there was extra
3 blocking in these areas, extra framing for chain plates and
4 channels. So we -- there's -- in those areas where there's very
5 little ventilation, there's usually a little bit more or faster
6 decay than other areas because there's no air flow. But this
7 seemed accelerated.

8 Q. In regards to distance, height from the keel, these two
9 planks for the port and starboard side, as far as the lines of the
10 vessel location, you know, but how high above the waterline were
11 these two planks?

12 A. They were significant -- they were directly underneath
13 the channels. So if there's a cross-section that shows the
14 channels that guard the -- they would have been above this lower
15 rail. So that's -- I don't see the waterline. Is this the
16 waterline here?

17 Q. Possibly, but they were above the lower well?

18 A. Here's your channels here, in way of shrouds.

19 Q. So this -- okay. The port plank that was removed, where
20 was that again, please?

21 A. It would have been under the fore channel.

22 Q. Okay. And the starboard plank that was removed, where
23 was that?

24 A. Under the main channel, or mizzen channel.

25 Q. Okay.

1 A. No, mizzen channel.

2 Q. So when you removed those planks, were you able to see
3 the head of the frame?

4 A. Not the head, because the head of the frame would have
5 been up to the deck level. So it would have been roughly for 3 or
6 4 feet. So it was roughly 4 feet below the frame heads or the
7 deck, or the bottom of the deck.

8 Q. So with these frames with -- you said that had
9 aggressive signs of decay, when the plank was replaced was it put
10 back on these decayed frames?

11 A. It was. It was replaced with oak. Robin was as
12 surprised as we were with the shape of the fir planking. We used
13 construction-grade fir when we replanked the boat in '07 and they
14 -- for whatever reason, he figured that as we were doing hull
15 repair, we were going to start putting back oak because he no
16 longer felt the fir was going to provide the longevity.

17 Q. Okay. Was there any signs either on the port-side plank
18 or the starboard-side plank that was removed that there was any
19 type of water intrusion that was causing this decay?

20 A. That was what was perplexing, is it -- it wasn't wet, it
21 wasn't moist. Typically, if you get into the hull, you can almost
22 see mushrooms. Even in cold-molded hulls between layers you can
23 see this film that looks like a mushroom of mold. There was
24 nothing like that. It was -- it just looked like the life had
25 been baked out of some of the frames and the planking.

1 Q. Was there angel hair present?

2 A. No. I stuck my hand up. I did as much of a survey as I
3 could with the two planks. We took two planks off of either side.
4 Maybe it was just one. But I did as much investigating as I
5 could. Actually, I did keep parts of the frame and parts of the
6 planking.

7 Q. Are they here?

8 A. They are.

9 Q. Okay.

10 CDR CARROLL: I'd like to see those, Mr. Kaplan, after
11 we're done?

12 MR. KAPLAN: Sure.

13 CDR CARROLL: Okay.

14 MR. KOSAKOWSKI: I have a significant amount of pictures
15 also of the repairs to the planking and also the stern quarter.

16 BY CDR CARROLL:

17 Q. Okay. I'd like copies of all of them, please. Are
18 there any photos that depict this aggressive decay that you were
19 talking about?

20 A. Most of them that I took were pictures of that.

21 Q. Let me ask that question just from a stand -- you
22 replaced the plank, which you said, "I checked, it was split," and
23 you went back in with the oak and you went back onto what
24 apparently sounds like it was a structurally diminished frame.
25 Was anything done to the frame; was it treated in any way?

1 A. There was -- we dug out as much of the rot as we could.
2 I'm calling it rot, but it's -- you can see by the pieces that I
3 have it's --

4 Q. Dry rot, perhaps?

5 A. That's a funny name for it. I mean, obviously, if it's
6 rot, it's from fresh water, but this just looks like you put a
7 piece of wood in a stove and let it cook for a month. It's
8 (indiscernible).

9 Q. So how was the rot removed?

10 A. A chisel, chisel and a mallet. Not all of the frames
11 showed a real drastic decay but it was pretty widespread. Both
12 sides were pretty close to the same amount.

13 Q. So on both sides, only in the areas that these planks
14 were removed?

15 A. Right, that was -- I couldn't -- it was -- there was no
16 way to see any of the framing in any other place on the boat. You
17 couldn't go in the inside and look at framing. What I did do was
18 go inside, tried to find the places that were the most opened up
19 that I could because I was quite terrified of what we were finding
20 because 5 year-old wood doesn't look like this, or 6-years-old
21 wood.

22 I did as much sounding as I could outside the boat,
23 inside the boat, felt like I was getting a false read sound in any
24 of the framing that was uncovered from those planks that I took
25 off, because the outside of the frames, for whatever reason,

1 seemed much harder than the inside.

2 Q. Were any other planks removed from the vessel's hull to
3 perform an inspection of the frames?

4 A. No, those two planks were taken off. There was very
5 small sections of planking that was repaired at the stern side
6 where they had rubbed against a pier. And kind of pulled that
7 back and that was showing the same amount of decay in the planking
8 and the framing.

9 Q. That's what you mentioned earlier in regards to the area
10 on the transom?

11 A. Yeah.

12 Q. That apparently was damaged from what you understand was
13 a allision with a pier?

14 A. Yeah, but once we got into it, it really didn't look
15 like it was going to take much to start. It looked like they just
16 rubbed on a pier, but the planking was in such bad shape and the
17 framing there that it wouldn't take much to do damage, but that
18 area was in pretty rough shape also as far as decay.

19 Q. Okay. Did you notice any other areas on the vessel,
20 besides the area where the port side and starboard side plank and
21 the transom where the area was repaired, of this decay?

22 A. No. Pretty much anything that we opened up we could see
23 the framing underneath was, to some degree, showing these signs of
24 decay. The plank ends were showing signs of this decay and even
25 the sides of the planking, top or bottom in between of where we

1 took planks off, were showing slight, slight decay, so. The
2 planking in general on the outside faces really didn't outwardly
3 show decay. Sounding the planking did make me fear that there was
4 a significant amount of the planking was going to be in the same
5 order of the planking that we were taking off.

6 Q. Okay. Did you communicate your concerns to Robin
7 Walbridge?

8 A. I did. He was, of course, you know, right over my
9 shoulder all day, every day. He was pretty good about that. He
10 saw anything that I saw and I wouldn't have to get him; he was
11 just always that close to the project.

12 Q. Okay. Did you make any recommendations to him on how
13 this issue should be treated?

14 A. I explained how surprised I was about it and he shared
15 my surprise. I told him that as far as, you know, putting -- if
16 he wants to put the oak back in lieu of the fir when we replace
17 the planks, but that -- I think the conversation was I told him
18 that this won't pass a hull inspection.

19 Q. Would not pass a hull inspection with whom?

20 A. With the Coast Guard.

21 Q. Okay. To your knowledge, was this communicated to the
22 Coast Guard?

23 A. No.

24 Q. From what we understand, a marine surveyor named David
25 Wyman performed a survey on *Bounty* prior to leaving. Were you

1 involved with that survey or did you have any conversations with
2 Mr. Wyman?

3 A. I did not. Performed a hull survey?

4 Q. Well, it was a survey requested at the -- performed at
5 the request of the insurance company prior to the vessel leaving.
6 You were not involved?

7 A. I saw he was aboard a -- he was a friend of Robin's, you
8 know, a good friend. He spoke very highly of David so I assumed
9 that he was there on a personal level. I did not see him walk
10 around the boat or --

11 Q. Did you communicate your concerns about the vessel and
12 the rot to shipyard management?

13 A. We talked about it. I talked about it with Eric. I
14 talked about it with --

15 Q. Eric Graves?

16 A. Yes, and also Joe Jackimovicz.

17 Q. What was that last name, please?

18 A. Joe Jackimovicz.

19 Q. Okay, who is that?

20 A. He's, for the past 35 years, been project manager, yard
21 manager. He's semi-retired, pokes his head in now and then. He
22 was, I think, the project manager in '07 when we did the
23 significant rebuild.

24 Q. Did you make any recommendations on how to treat the
25 problem that were rejected by Captain Walbridge?

1 A. I would say they weren't rejected. I figured that we
2 would want to coat the frames before we put the planks back on
3 with something, some kind of poison.

4 Q. What would you use?

5 A. Probably, like a boat soup, so turpentine, seed oil,
6 pine tar; a pretty traditional fix.

7 Q. Ethylene glycol? Antifreeze?

8 A. Right, antifreeze. We talked about both and then I --
9 my wife was in an accident in this time period so I missed about a
10 day, and they had painted the frames with white paint before they
11 had put the planks back on, which wasn't something that I
12 suggested, but that was Robin's fix.

13 Q. So the untreated -- to your knowledge, the frames were
14 not treated before they were painted?

15 A. No. And they were not -- it wasn't typical to paint.
16 That wasn't a -- that their fix. That was their preventative
17 measure of putting it back on. It was just the white paint. That
18 wasn't something we would have done.

19 Q. But were they single frames or were they double futtock
20 frames?

21 A. They're double futtock frames, on frames.

22 Q. Okay. When you're talking about the frames, 100 percent
23 of the frame, how much of it was chiseled out and removed on the
24 port side?

25 A. There's probably only one frame that we -- maybe two

1 frames that we chiseled out; maybe 30 percent, 40 percent of that
2 area that you could get to, which is again only 8 or 9 inches wide
3 and roughly the same from that side to the other side.

4 Q. Was it discussed about moving more planking and tracking
5 out the exact extent of the problem?

6 A. We assumed that that wasn't going to be in any kind of
7 budget that they had, that basically we were going to put back the
8 best wood that we could. We'd put in a couple of pieces of white
9 oak that were dry. They were perfect for that kind of planking.
10 And at the next hull survey we would have a pretty drastic survey
11 of the hull and also a survey of framing and start digging into
12 it.

13 Q. When you said we assumed, did you have any conversations
14 with Robin Walbridge in regards to recommending that more planks
15 be removed and he say back to you that we just don't have it in
16 the budget, or are you just assuming that?

17 A. No, that was talked about.

18 Q. Okay.

19 A. He said that's not in the budget, that we would have to
20 wait until next fall. They were going to do the tall ships in the
21 lakes. It would coincide with -- I assumed he meant another hull
22 survey with the Coast Guard, so -- I think they were due, so --

23 Q. Did you express your concern with painting over an
24 untreated rotted frame prior to attaching the plank to it?

25 A. No. It was never discussed with me until they actually

1 did it. Again, I was -- I missed a little bit of time in that
2 time frame.

3 Q. How much time did you miss because of your wife's
4 accident?

5 A. Probably a day and a half. Well, maybe 2 days.

6 Q. Okay. In regards to the caulking that was done on the
7 bottom, you said that there were some areas that were caulked
8 either by you or someone else at the yard. Where are those areas?

9 A. There was -- again, the crew doing it was the boat's
10 crew. I was the only one from the shipyard that did caulk. There
11 was probably 7 or 8 feet of caulking at the -- on the garboard
12 starboard side at the bow. I don't have pictures of that, I don't
13 think, but that's a -- I mean, traditionally, it's a hard spot to
14 caulk. The bevel changes dramatically in that curve.

15 Q. A keel rabbit? Is that --

16 A. Yep, a keel rabbit seam. Actually, from the fairing --
17 there's a plank that fairs in the lead keel that we added in '07.

18 Q. The ballast shoe?

19 A. For the ballast shoe. And then there's a fairing plank
20 that goes over the garboard. It's nailed on over the garboard,
21 fairs down into the lead, because the lead was slightly wider, I
22 believe, than then original keel. Somewhere in that 4 foot, that
23 fairing stops, and you can't get to the garboard scene behind that
24 fairing from their aft; it's hidden. But that was a weeping seem
25 for them and I caulked probably 6 to 7 feet of garboard seam from

1 that fairing plank to where the garboard seam got good and hard
2 again. It was very, very soft. They had troubles with it leaking
3 while underway. They had attempted to solve it by putting a lead
4 patch over it at one point in the islands, I think, on their last
5 haulout, one of their last haulouts.

6 And in that same amount of time, I completely reefed it
7 out and it was probably a few days, there was a little bit of
8 water in the bilge typical of the boat, you know, of any boat we
9 haul. Waited for it to get good and dry before I put anything
10 back in it and they -- Robin explained to me that he had, in the
11 time that I was gone, found that there was actually a small hole,
12 maybe a missed fastener in that seam, that he plugged with a dowel
13 and was pretty happy with that. But he had found this small weep
14 and had me caulk right back over it, which I did.

15 Q. How was the condition of the seam bed? Was it punky at
16 all?

17 A. It was hairy. It looked like they had had a really hard
18 time reefing it out maybe in the last couple of years, that they
19 weren't reefing exactly on the plane with the seam. They were
20 kind of at an angle so they had split a little bit of the wood.
21 But in a 3-inch plank it still gave you a little bit of bevel to
22 caulk against. There was still, you know -- the reason that they
23 had me do it was they weren't comfortable with caulking it, so it
24 was a difficult seam.

25 I also caulked on the port side, maybe 30 feet back.

1 There was a butt that was weeping in the planking in the broad --
2 the first plank that was over top of that fairing -- that fairing
3 plank again comes up and the actual butt of this plank went in
4 behind that fairing, so he was actually trying to caulk, you know,
5 a very steep angle. They weren't comfortable with caulking that
6 seam and I got a pretty good seam in there.

7 Q. And, again, what did you do for those areas? Was that
8 area reefed out or did you just --

9 A. I reefed -- they reefed it but then I came back and I
10 reefed and made a much bigger repair, more -- they didn't leave
11 much of a tail to go to the old stuff. I like to spread it out a
12 little bit more so you don't create any hard spots, just caulk it
13 real tight up to nothing. So I typically made both repairs. Both
14 plank seams that I recaulked, I made it into a little bit bigger
15 of a load, spread-out area than they had. So I reefed it out two
16 strands of -- no, one strand of cotton and two oakum. And I think
17 in the butt seam there was probably four oakum. That was a very
18 wide butt. And also where it was weeping really bad on the port
19 side, I put in probably twice as much, four stands of oakum.

20 Q. And that's up at the forefront, but there were 4 foot?

21 A. Yeah.

22 Q. Okay. Oakum being cut and tarred fibers, correct?

23 A. Yep, hemp.

24 Q. So hemp-tarred fibers?

25 A. Yeah.

1 Q. As you observed the crew working on the hull, do you
2 recall who they were?

3 A. Sadly enough, I actually really only knew three or four
4 people by name. So the bottom planking crew, I probably had the
5 least interaction with. I wasn't typically the guy that would
6 make small talk and really get to know the guys even though we
7 worked for months side by side --

8 Q. Right.

9 A. -- you know, and it was all about getting it done. And
10 that was probably the crew I really -- I could pick them out of
11 the pictures, but as far as names -- and it kind of rotated too.
12 It was a big crew, again, 10 or 12 people, and there might be 4
13 people caulking down there one day and, you know, 3 different,
14 completely different people caulking the next day.

15 Q. Okay. So it rotated and it was different people?

16 A. Yeah.

17 Q. Was there anybody from the *Bounty* that was in charge of
18 caulking on the hull?

19 A. The bosun. That's the girl with the dreads. I'm
20 horrible with names. I apologize.

21 Q. That's fine. In regards to the caulking that they
22 performed, was the majority of the caulking, was it above the
23 waterline, wind waterline, or was it below?

24 A. I guess they were doing both. They were really looking
25 for anything that the seam compound had been spit out between the

1 planks or looked like -- you know, because the hull works, any
2 wooden hull works, that stuff moves around and the cotton and
3 oakum can work its way out. They were kind of, you know, really
4 nitpicking places that they thought might be bad. They'd pull the
5 rubber out or the seam compound out and reset it. They caulked
6 both -- they caulked all of the planking above the waterline that
7 we repaired. We did not do the caulking of those planks.

8 Q. In your opinion -- did you happen to observe any of
9 their work?

10 A. Yep. Yes.

11 Q. In your opinion, from your experience, did they do good
12 work?

13 A. It was definitely something I tried to -- they weren't
14 going about it like I would have. I'd instructed them on numerous
15 occasions that they weren't setting it hard enough. They were
16 kind of going through the motions but it's actually a lot harder
17 job than they were making out of it. So I tried to -- nothing
18 seemed like it was going to be detrimental to the health of the
19 boat. They were really being nitpicky, and I don't know if they
20 had the best training of, some of them, of the caulking or the
21 best tools to repair it, but they --

22 Q. Were they using your tools or vessel tools?

23 A. They were using mostly vessel tools. There were a
24 couple of places that I brought some of my own tools and let them
25 use because they were going to be better for the job.

1 Q. Is this typical of vessels that come into your yard of
2 this type, and I'll refer to it as a sail training vessel with a
3 crew, do they do most of the work on their hull?

4 A. I would say that they don't do most of it. In the last
5 couple of years that's been kind of one area that we kind of let
6 them have a little bit of run with because they can make things so
7 much cheaper in doing some of the bottom maintenance and stuff
8 like that themselves. So I'd say that did become a lot more
9 typical in the last couple years because it was a way to make it
10 cheaper for their haulouts.

11 Q. And as far as quality assurance for the yard, were there
12 any situations where you saw them doing something that you did not
13 agree with that you brought to their attention?

14 A. No. I don't think I ever, like, corrected them on
15 anything. I definitely tried to be helpful and most of them were
16 very gracious for -- or, you know, they wanted to learn. They
17 were all about the boat and very much ready to learn and they
18 definitely would ask if they didn't know, hey, what would you do
19 right here; does this look okay? So anything that I tried to get
20 through to them was more like being more efficient while they were
21 working or more attentive to what they were doing; not that they
22 were doing it wrong, just how to improve it and be a little bit
23 better about it.

24 Q. Just from a, I mean, from a military chain of command
25 perspective, they didn't work for you; they were still the

1 vessel's crew?

2 A. Right.

3 Q. Did you bring anything to the attention of Robin
4 Walbridge that you thought was -- on the part of the vessel's crew
5 doing something that they shouldn't be doing or they should be
6 doing better?

7 A. I think I mentioned a couple of times that I'd like to
8 see them set the seams a lot harder than they were, and he agreed
9 and he would -- actually, I think he even asked me to tell them
10 that, you know, and I did. Some of it might have been almost in
11 jest just to -- it's nice to keep things light when they don't --
12 it wasn't something that I was going to go over and say, "Listen,
13 this is how you do it." They were here for the boat. I wasn't in
14 charge of them so anything that I recommended, I tried to keep it
15 kind of light. "Hey, you know, you should be hitting that a lot
16 harder," that kind of thing, not really demonstrating for them.
17 That was a long-winded answer. I apologize.

18 Q. That's fine. It was your answer.

19 In your opinion, when the caulking was done on the hull
20 -- actually, let me rephrase that. When the caulking was done on
21 the hull, did you do a final assessment of the seams and the butts
22 in the planking exterior to see if you were satisfied with the
23 work?

24 A. I do remember I walked around quite a bit. Again, I was
25 involved with the boat every day and I was always examining

1 everything that anybody did on the boat just to make sure that it
2 was at least up to my standards. If it wasn't, I was going to let
3 Robin know. And as far as the caulking and the reseaming, it
4 seemed like they did a fine job and it was evident that in
5 previous haulouts that, you know, that they as a crew were taking
6 care of the boat because it was very smooth, very well-kept.

7 Q. What was used as a seaming compound?

8 A. I want to say that they used a couple of different -- it
9 was like a marine text -- it's basically a polysulfide like
10 BoatLife. He had some compound that he liked. They were actually
11 testing -- they did some reseaming on one side and the other and
12 they were going to compare and contrast which one held up. They
13 joked that they were doing empirical testing on seam compound.

14 Q. What was used on either side; do you recall? Well,
15 think about it this way. The seams that you caulked, what did you
16 use as seam compound?

17 A. I did not seam them. I did the repair of the cotton and
18 oakum. They went back over it with, what I believe was, BoatLife,
19 polysulfide.

20 Q. Is that DAP?

21 A. No.

22 Q. No. Is that referred to as NP1?

23 A. Yeah. That might be what it is. I believe we used NP1
24 in the deck seams as well.

25 Q. So the deck was recaulked as well?

1 A. No. That's just the material that he liked to use.

2 Q. Okay. So this BoatLife polysulfide, have you used this
3 in the past?

4 A. Yes.

5 Q. And what's your opinion of it?

6 A. I think it works okay. It's not my first choice because
7 in order to reset the cotton and the oakum, you almost have to cut
8 the material out. As far as a watertight concern, I think it's
9 probably as good as anything else. But it's much harder to
10 repair, it's much harder -- much more time-consuming to get a good
11 repair of that seam.

12 Q. What I've seen for DAP, DAP is a white color when it's
13 applied to hull. What color is this BoatLife polysulfide?

14 A. Black.

15 Q. Black?

16 A. And, again, it might have been NP1 that they used and
17 not BoatLife.

18 Q. Okay.

19 A. But they're essentially both the same.

20 Q. Did they purchase that from the yard?

21 A. No. He made a special trip up to Topsham. I think
22 there's a quarry or a cement factory or something. That's where
23 he liked to buy it. But that was something he always furnished.

24 Q. Okay. So just to ask it again, so in your opinion,
25 after the caulking was done on the hull before it went back into

1 the water, you, in your experience, were satisfied with the work
2 that you did and with the work that the crew did?

3 A. I was.

4 Q. Okay. To your knowledge, was Robin Walbridge satisfied
5 with the work?

6 A. Yes.

7 Q. Okay. Did you have any responsibility in regards to,
8 you know, being the project manager, but in being an employee of
9 the shipyard, did Mr. Graves survey the vessel before they went
10 back into the water at all?

11 A. I'm not aware that he inspected the vessel.

12 Q. Okay. Let's discuss the bulkheads. Now, from what you
13 said before that the fuel tanks were being -- the fuel tank space
14 in the crew berthing space was being swapped out, correct?

15 A. Right.

16 Q. Okay. And that required a bulkhead to be removed?

17 A. Yes.

18 Q. Was this work done by the shipyard?

19 A. The removal of the bulkhead was done by the crew.

20 Q. Can you indicate please here which bulkhead that would
21 be?

22 A. Okay.

23 Q. Again this is the 2001 David Wyman drawing --

24 A. Okay.

25 Q. -- inboard profile that's been identified by the owner,

1 Robert Hansen, as being the most current and up-to-date depiction
2 of the inboard profile.

3 A. Okay. So --

4 Q. Again, this might be confusing. They went back to this.
5 This is where the fuel tank was back in 2001. At one point, they
6 switched it. When it arrived here, fuel tanks were here, aft
7 berthing was where the fuel tanks are, they went back to this.

8 A. Okay. So this was -- right, this is where we ended up?

9 Q. Correct. Where the fuel tanks are in this diagram is
10 where I have been told the fuel tanks were.

11 A. When they left?

12 Q. When they left, exactly.

13 A. Yes. Fuel and water.

14 Q. Correct.

15 A. This bulkhead was moved aft one frame bay. I believe it
16 was only one frame bay.

17 Q. So the bulkhead was moved back one frame bay, why?

18 A. To give a bigger crew space. We managed to fit all the
19 tankage in one bay, and that was going to leave you with a pretty
20 small crews' quarters.

21 Q. So here where it says, Frame 29, indicates on the
22 inboard profile a water type bulkhead, you're saying it moved back
23 one frame. So that would be to frame 30?

24 A. Yes.

25 Q. So, in fact, the water type bulkhead would be back at

1 frame 30 to give a bigger crew space?

2 A. Yes.

3 Q. Okay. So the removal of the bulkhead was done by the
4 crew. During that time there when the bulkhead was being removed,
5 did you have the opportunity to witness or review any of the
6 vessel's internal structure?

7 A. The structure -- that didn't make anything any -- that
8 didn't uncover anything. The vessel from forward of the bulkhead
9 and aft of the bulkhead is -- it is what it is. It's not
10 concealed by anything other than the ceiling. The ceiling hides a
11 great deal of the framing and the exterior hull planking.

12 Q. So we're talking exterior planking. You refer to the
13 ceiling as the interior hull planking, correct?

14 A. Yes.

15 Q. Okay. Interior planking on the frame?

16 A. On the frame -- frames, yeah.

17 Q. All right.

18 A. Again, that's the areas that I sounded after seeing the
19 decay in the framing topsides.

20 Q. Can we go back and talk about the decaying in the
21 framing and the sounding. Did you ever at any point use a
22 moisture meter?

23 A. I did.

24 Q. What were the moisture readings for the -- let's go back
25 to the areas where the planking was removed and where you first

1 noticed that -- what you called aggressive decay. What were the
2 moisture readings?

3 A. They were drastically all over the place. It made me
4 question the calibration of the moisture meter, and it made me
5 want to basically throw it all out because it must have been some
6 kind of fresh water leak I was measuring. There was frames right
7 next to each other -- again, this area is completely solid and
8 some areas in way of the chain plates. So futtocks that are
9 directly on top of each other fasten together. I had readings
10 that were off the wall 90 percent to 75 percent to 25 percent to 3
11 percent in a 4-foot span on the port side. And, I mean, just --
12 I'm not a marine surveyor. I hope to have some kind of
13 certification in that. This definitely perplexed me. I had a lot
14 of time spent trying to figure out what was going in that frame
15 section under that plank and it made no sense, any of the
16 readings.

17 Q. Was this brought to the attention of Robin Walbridge?

18 A. It was.

19 Q. And what was his reaction?

20 A. At that point it was almost laughable that, you know,
21 the frames were that wet and they were that perplexing at that
22 time. We spent a lot of time talking about why they would be in
23 the condition they were in and this was just one other observation
24 that made it really interesting, very much a question.

25 Q. During those discussions, what was put forth as possible

1 reasons, if any?

2 A. Some of the reasons that I came up with were the black
3 hull. The black hull generating heat and losing heat so much
4 faster, the temperature changes being so dramatic that
5 condensation was an issue at the frame heads. I assumed that
6 there was some kind of fresh water leak that was affecting some of
7 the higher range moisture readings and that there might have been
8 some degree of like a kiln drying effect in some of the frames and
9 that's why they were measuring so low in moisture.

10 Q. Was there any indication of fresh water leakage on the
11 deck? What I'm talking about really is kind of at the deck joint
12 right where the shear strake makes connection with the deck or
13 right where the bulwarks make connection with the deck?

14 A. There was signs, which are some of the first places I
15 looked, around the bollards, the big bits that are through the
16 waterway, through the covering board.

17 Q. Um-hum.

18 A. They go down past the covering board maybe 5 feet below
19 the deck so they're almost a futtock at that point.

20 Q. Right.

21 A. There was some leaking in the -- those are wedged
22 contact areas so the bit gets set through a hole in the waterway
23 and then wedged. The wedges weren't probably quite as tight as
24 they needed to be. They were letting a little bit of the fresh
25 water down but, in general, there was no signs of really wet

1 places through the deck. And we had a significant amount of rain,
2 I think, before we hauled the boat, so it would have been evident
3 but --

4 Q. Okay. All right. So going back to the bulkheads. So
5 after the bulkheads were removed, like you said, the interior, the
6 ceiling planking was not allowing you to get a good look at the
7 framing on the opposite side?

8 A. No.

9 Q. So describe the project from there in regards to the
10 removal of the bulkhead and then the replacement of the tanks?

11 A. So the bulkhead was removed entirely. There are deep
12 floors in this area so there's a floor stringer that is built with
13 a plywood deep floor so the plywood goes down to the hull. We
14 built a bulkhead on top of one of those after the tankage was in
15 place and the necessary plumbing was run so that we could sheath
16 that up. It was studded up almost exactly like the one that we
17 replaced. So we tried to keep everything we did basically done in
18 the same manner as --

19 (Interruption; asides.)

20 BY CDR CARROLL:

21 Q. Okay, continue.

22 A. We tried to use the same scantlings and the same
23 construction methods when we replaced the bulkhead.

24 Q. But at a different frame?

25 A. Yes.

1 Q. Okay. So what was the bulkhead constructed of?

2 A. Plywood and fir -- 4 by 6 fir, I think, for the studs.
3 Two layers of plywood. They were glued together and lagged to the
4 uprights. And that's what was taken down by the crew was the
5 same.

6 Q. Okay. Was the bulkhead put -- let's go back before we
7 talk about putting the bulkhead back. The tanks, the removal --
8 were there any old tanks removed?

9 A. Yes.

10 Q. Okay, how many old tanks were removed?

11 A. I believe it was only two. Two old tanks were removed
12 there in the annex. We have those still.

13 Q. Okay.

14 A. Two new tanks went in, two new fuel tanks went in.

15 Q. Were those constructed here?

16 A. No. I believe those were built by the owners, the
17 owner's company.

18 Q. Were those tanks tested here?

19 A. Yes.

20 Q. Were you a part of that?

21 A. I was not. To some degree, I think I furnished a couple
22 of air fittings but I think -- I believe the crew got it ready for
23 test.

24 Q. Were those tanks inspected before they went in?

25 A. Yes.

1 Q. By who?

2 A. Charlie.

3 Q. Charlie?

4 A. Kapouras.

5 Q. Kapouras, thank you. How were those tanks tested?

6 A. Air pressure.

7 Q. Air pressure. Do you recall what pressure they were
8 tested to?

9 A. I don't recall the number. I remember it was done at
10 the end of the week and we came back. They hadn't relieved the
11 pressure and I hadn't -- I remember being very surprised that
12 everybody said it hadn't moved, so --

13 Q. Okay. To your knowledge, was the test satisfactory?

14 A. Yes.

15 Q. Okay, two old tanks go out, two new tanks go in. Did
16 your -- did you or anyone from the yard help with the placement of
17 the tanks in the vessel?

18 A. I craned the tanks, the new tanks -- the old tanks out
19 and the new tanks in, and I may have helped -- and our crew may
20 have helped with some of the positioning, but it was put on the
21 crew that they did most of the maneuvering of the tanks. Once
22 they were set in the boat two decks down, they did most of the
23 positioning and plumbing -- or all of it. The main part of our
24 work with the fuel tanks and the water tanks was building bracing
25 that would keep the tankage in position no matter the seas.

1 Q. In regards to the plumbing of the piping, since aft
2 berthing is here, forward of frame 30 where the new bulkhead would
3 be, the tanks were after there, I'm assuming -- do you recollect,
4 was all the fuel piping ran aft towards the engine room, correct?

5 A. Yes.

6 Q. So any of that piping have to be replumbed?

7 A. They did a significant amount of replumbing. Again, I
8 had less oversight over that or none. My concern was with the
9 cleats and the structure holding the tanks. All of the plumbing
10 was done by two of the older gentlemen on the crew.

11 Q. Older gentlemen on the crew -- do you recall names?

12 A. Doug, maybe, was one. I don't --

13 Q. Okay. So this aft bulkhead, to your knowledge, were
14 there any penetrations that were redone in regards to penetrations
15 through that watertight bulkhead, which would be the forward
16 engine room bulkhead at bulkhead -- looks about, frame 35?

17 A. I don't remember them changing penetrations. The
18 penetrations that were in the new forward bulkhead for that tank
19 room, there was penetrations in that floor, the deep floor, for
20 the -- what would have been the original tank space and what's now
21 the crew space.

22 Q. Um-hum.

23 A. That was something I did have oversight of with regards
24 to instructing the crew on patching it. So those were patched,
25 the existing holes.

1 Q. How?

2 A. Plywood and lag screws.

3 Q. What about other penetrations through the bulkhead,
4 existing ones for bilge piping or water piping; were there any?

5 A. As far as I know, we repaired everything in the deep
6 floor on that new forward bulkhead and we did repairs to the
7 forward bulkhead of the new crew space as well.

8 Q. What type of repairs?

9 A. Maybe half of the sheathing was taken off and renewed.
10 The plywood was rotten but the -- as far as I remember, the
11 uprights were still in good shape.

12 Q. Where was the plywood rotten?

13 A. From the starboard side where it joined the ceiling, it
14 was rotten -- again, because of how the plywood staggered, you had
15 to take apart three times as much to fix it. But we took off
16 plywood to the centerline of the boat and resheathed. The rot was
17 really probably more of like a 4 by 4 section but it went through
18 two layers so you had to kind of, you know, peel back.

19 Q. Was this marine-grade plywood?

20 A. No, it was construction-grade CDX.

21 Q. In regards to materials that were replaced, in regards
22 to the bulkhead, who had choice and oversight over those materials
23 that were purchased and then put in?

24 A. Robin had control of what was ordered. I believe I
25 ordered marine-ply and I think he either sent it back or took it

1 back himself and brought the CDX at a lower price.

2 Q. Do you think that happened or did that happen?

3 A. That did happen. I forget if he sent it back or if he
4 brought it back himself. What I had ordered would have been
5 marine-grade fir.

6 Q. What's the difference between marine-grade and
7 construction-grade plywood?

8 A. The number of laminations from, I believe, five to
9 seven.

10 Q. What's the benefit of marine-grade plywood over
11 construction-grade plywood?

12 A. It's -- I think it's almost more glue, kind of more of a
13 barrier for progressing through layers for rot to get through
14 layers in that -- in the fir plywood anyway. And some marine
15 plywoods are a different material. In a fir marine-grade plywood,
16 it's just more layers; same glue, same fir, I believe. Oh, and
17 the knots are filled. So it's just a --

18 Q. Okay, so the fuel tanks are back in place. You were
19 primarily involved with the securing of the fuel tanks, the crew
20 was doing the plumbing of the piping, the bulkhead that was at
21 frame 29 is now at frame 30, and the berthing is being put back
22 in. Did you have any -- did the yard or you have any work in
23 regards to the construction of the berthing?

24 A. The berthing was reinstalled by the crew of the boat.
25 We -- the yard employees put in a companionway that did not exist

1 before that. What existed before into the tank space was a Bomar
2 hatch, and that was replaced with standard coaming, roughly 2 feet
3 high, 4 by 4 foot square, and a companionway ladder. We also put
4 in partition bulkheads from the hatch down to the ground so that
5 any deck tours, when they looked down, they couldn't see -- they
6 wouldn't be able to see the crew bunks.

7 Q. Okay. This 2-foot high coaming to the tank space and
8 the ladder, that was on the tween deck, correct?

9 A. Yes.

10 Q. Anything else you'd like to add about the project for
11 the fuel tank's replacement and swapping out with the aft
12 berthing?

13 A. I don't believe so.

14 Q. Did you happen to observe the condition of the mast when
15 the tanks were being swapped out?

16 A. I did. I typically try and inspect any spaces that we
17 uncovered or were involved in. Nothing jumped out at me as being
18 a question mark --

19 Q. Okay.

20 A. -- with the mast or the mast step. Centerline structure
21 looked like it was in decent shape, fair shape.

22 Q. Do you recall when the vessel went back into the water?

23 A. I don't know the exact date. It would have been late-
24 November, I guess. No, mid-November, I guess.

25 Q. The vessel went back into the water in mid-November?

1 Just to give you -- the vessel sank on October 29th.

2 A. Oh, okay. I'm getting dates wrong. I'm trying to think
3 of --

4 Q. Right.

5 A. -- when my wife's accident was, but -- it would have
6 been the middle of October, I guess, then. Sorry.

7 Q. That's the third time you've mentioned your wife's
8 accident and I haven't asked, is she okay now?

9 A. She's still dealing with concussion syndrome and some
10 other things, but --

11 Q. Oh, okay.

12 A. Thanks for asking.

13 Q. Hope for the best for her.

14 A. Yeah.

15 Q. Okay. When the vessel went back into the water, did you
16 do a walk-through of the vessel?

17 A. Yeah, I probably -- we were still working on the
18 companionway hatch. We hadn't -- just because the boat was in the
19 water, it didn't mean that our job was done. We were still
20 tidying up some odds and ends. So I did probably walk around
21 before the boat went in the water and after.

22 Q. Did you notice any areas of concern in regards to water
23 intrusion?

24 A. No.

25 Q. Were you satisfied with the work that you had done on

1 the hull in regards to the caulking?

2 A. Yes.

3 Q. Was Captain Walbridge, to your knowledge, satisfied with
4 the job that had been done with the caulking?

5 A. He was.

6 Q. How did he express that to you?

7 A. He said it was tight. I asked him if he was taking any
8 water. Typically, on the railway when we haul boats, running the
9 line up in the -- and the commands to winch, when we haul and when
10 we put the boat back in the water, so usually three-quarters of
11 the way down once the boat's under significant pressure from the
12 water, we'll stop the rail, make sure everything's okay. That
13 way, in case we have to haul back out or if there's an issue, then
14 we're still on the same keel blocks, we just haul the boat out.

15 So at that point I asked him if he was okay. They
16 checked the bilges. Did everything seem okay? And he said the
17 boat was tight, no problem. So --

18 Q. When the vessel departed, were you concerned?

19 A. Yes.

20 Q. Can you elaborate on that, why were you concerned?

21 A. I was really pretty perplexed about what we found
22 underneath the planking and that was -- I thought about it quite a
23 bit.

24 Q. Did you express this concern to anybody?

25 A. Robin.

1 Q. What did you say to him?

2 A. I told him that I was scared by what we found and his
3 reaction was that he was terrified of what we found.

4 Q. He said to you he was terrified?

5 A. Yes.

6 Q. Did you express your concern to the shipyard management?

7 A. At that point we had already talked about it quite a
8 bit. As soon as we found it, we worried about it and it was
9 perplexing. This was more private conversation just between Robin
10 and I.

11 Q. Okay. To your knowledge, did he express his concerns to
12 anyone else than you?

13 A. We had a conversation that he talked to the owner, Bob
14 Douglas -- or Bob Hansen, I'm sorry.

15 Q. So he, Robin, told you that he had spoke with Bob Hansen
16 regarding the decay he found in the frames?

17 A. Right.

18 Q. Did he express to you what Mr. Hansen said?

19 A. He had said that the owner asked if he had any leg to
20 stand on with as far as a lawsuit against the yard.

21 Q. Lawsuit against the yard for what?

22 A. Materials used or the fact that the -- he was referring,
23 I think, to the fact that the hull lasted 5 years, that, you know,
24 that there was significant signs of decay after 5 years.

25 Q. When you say "the hull," you're not referring to the

1 planking, are you, or are you referring to the framing that had
2 the decay or are you referring to both?

3 A. Both.

4 Q. Both. Did you express this to shipyard management?

5 A. The conversation?

6 Q. Yes.

7 A. No.

8 Q. To your knowledge, did Mr. Robin Walbridge discuss this
9 with Mr. Graves, the state of the framing and the planking?

10 A. I'm unaware of any conversations they had about it. If
11 I could just add one thing that's kind of weighed a little bit
12 heavy, is in that same conversation he said that he told Bob
13 Hansen that they should figure out how to get rid of the boat as
14 soon as possible.

15 Q. You weren't privy to that conversation; that's just what
16 he told you?

17 A. That's what Robin told me. That just shows how worried
18 he was about what we kind of uncovered.

19 Q. Would you term the vessel *Bounty* when it departed the
20 shipyard as being seaworthy?

21 A. I would say it was seaworthy. I was worried about
22 whether that was the right thing to think, I guess. I had a lot
23 of questions in my head and I explained to Robin that I really
24 thought he should kind of pick and choose how he was using the
25 boat until there was a hull survey by the Coast Guard, and he

1 agreed.

2 Q. Explain what you mean by pick and choose how the boat
3 was used?

4 A. Not put it in weather that was going to put excessive
5 stress on the hull, the rig.

6 Q. And you're saying that during that conversation Robin
7 Walbridge agreed with you that it was not a good idea to put the
8 vessel in heavy weather, or words to --

9 A. That's correct. He agreed with me. That's correct.

10 CDR CARROLL: NTSB, I'm going to turn the interview over
11 to you if you have any questions?

12 MR. STOLZENBERG: Yeah, I just had a couple. If I can
13 go back to them. Bear with me a moment.

14 MR. JONES: I'll go. I just have a couple, and then
15 we'll let Eric go. Thanks, Todd.

16 BY MR. JONES:

17 Q. That watertight bulkhead -- am I correct in saying that
18 was a watertight bulkhead that was moved that one frame?

19 A. Yes.

20 Q. Was there any testing done on that after it was put back
21 in to make sure of its watertightness?

22 A. There was no testing to my knowledge.

23 Q. Okay. Did Robin, the captain of the vessel, look at the
24 work after it had been done and he was -- was he --

25 A. Yes.

1 Q. Okay. And he was okay with it?

2 A. Yes.

3 Q. Also, that companionway that you were talking about that
4 was -- you installed, was that water-tested?

5 A. That was not water-tested. It did have a hatch but it
6 was not tested.

7 Q. Okay. All right. And you had mentioned that the crew,
8 the ship's crew, would watch you from time to time caulking when
9 you were doing -- and you had mentioned you did it a certain way,
10 you did it harder than they were doing it. Did they change the
11 way they were caulking the vessel after they had seen you do it?
12 You said they did like to learn from you.

13 A. Yeah. I would say that they adopted it to some degree,
14 yeah.

15 Q. Okay. Just going back to this -- would the term be
16 correct, dry rot, that you had mentioned on that planking?

17 A. I guess it can.

18 Q. When in the yard period did you see that and when was
19 that brought to Robin's attention?

20 A. Fairly early in the yard period. So within -- I'm going
21 to say within 2 or 3 days we were probably involved in taking the
22 plank off, so --

23 Q. Okay, and this is the plank that was painted white?
24 That was the fix we're talking about?

25 A. Right.

1 Q. Okay.

2 UNIDENTIFIED SPEAKER: The plank that -- what --

3 BY MR. JONES:

4 Q. Well, I'm -- actually, I'm going to leave it up to Todd.
5 I think I might get my terms wrong. But the rot that worried you
6 that was painted white for the fix, when was that brought to the
7 captain's attention?

8 A. As soon as the planking started to come off, he was
9 involved in assessing what we found.

10 Q. Okay.

11 A. So there was no lag with the -- as far as the Captain
12 knowing.

13 Q. This is what you said a couple of days into the yard?

14 A. Yeah. Yeah. So it took a couple of days to stage up to
15 get up there to do the work, so --

16 Q. Okay. You said there was a lot of crew aboard. Did
17 they live on board the *Bounty*? Did they have facilities on board
18 the *Bounty* while it was in the yard?

19 A. Yes.

20 Q. Okay. So they didn't live ashore at all?

21 CMDR. CARROLL: I'm going to step out to use the head.
22 This is CDR Carroll. I'm stepping out.

23 MR. JONES: Do you want to take a break?

24 CDR CARROLL: No, keep going.

25 UNIDENTIFIED SPEAKER: Is the recording going?

1 MR. JONES: I'm still going.

2 BY MR. JONES:

3 Q. All right, let's just jump here. When did you hear that
4 the *Bounty* had sunk?

5 A. That same morning, I guess. I can't remember how I --

6 Q. Just on the TV or --

7 A. No, I was here at work. So I think that Eric may have
8 told me in the office right around 7:30 or 8:00 the morning.

9 Q. Okay. And what were your thoughts about that?

10 A. I took it pretty bad, I guess. I was pretty scared.

11 Q. Um-hum. Did you know the conditions that the *Bounty* was
12 in when it had sunk, or kind of?

13 A. Roughly, yeah.

14 Q. Roughly.

15 A. I don't know exactly where it was in, but --

16 Q. You had known about the hurricane, the weather?

17 A. Yes.

18 Q. When you finish a yard period, does the yard have like a
19 cleanup crew on any of the work that's been done, a maintenance
20 crew that goes around and just makes sure any work that you had
21 done on the vessel was taken care of, nothing was laying around,
22 rags, tools, anything like that?

23 A. Yeah, it's the same guys that do the work.

24 Q. Now, do you go through as a last run through the vessel
25 to make sure that that was, in fact, taken care of?

1 A. Yeah, I guess I was kind of keeping an eye out for tools
2 left adrift and unknown gear. At the same time I was just
3 inspecting the work that we did do.

4 Q. Okay. You think the ship as far as once the ship was
5 ready to go, the yard period being completed, you'd taken care of
6 anything that was like that, cleaning up and --

7 A. Yes.

8 Q. Okay. All right, that's all I have.

9 MR. JONES: Eric?

10 BY MR. STOLZENBERG:

11 Q. Just curious. Did you or the yard interact with any
12 Naval architects or engineers or other designers in the process of
13 the years of working on the *Bounty*?

14 A. I, myself, I had not.

15 Q. Had not, okay. Do you know if there were engineers or
16 Naval architects who advised the captain or the company with
17 regard to changes, modifications?

18 A. I believe just David Wyman, I believe, was the only
19 engineer I ever -- or PE that I ever heard about getting involved
20 with the boat.

21 Q. Okay. And so the yard didn't hire or have an
22 engineering Naval architect on staff or a third-party they would
23 use?

24 A. No.

25 Q. Okay. And then now moving on to the planks again. Just

1 for my benefit -- I have a layman's knowledge of wooden boats and
2 vessels of this size. How large were the planks that were
3 removed, the two planks, the width and the length?

4 A. The planks would have been 3-inch thick planking,
5 anywhere from 8 to 10 inches wide, and I think what went back in
6 were roughly 30-foot planks.

7 Q. So how many frames -- along that 30-foot length, how
8 many frames would have been able to be visibly seen?
9 Approximately.

10 A. Ten, 10 to 12 maybe.

11 Q. So on each side, 10 to 12 frames?

12 A. Yes.

13 Q. And what percentage of the length of the boat or number
14 of frames would that have been, approximately?

15 A. That was -- there's 50 frames, I believe, in the boat,
16 so about a fifth of the --

17 Q. A fifth of the frames. Okay. Thank you. That puts a
18 little more --

19 A. Or a tenth or -

20 Q. Yeah, that sounded like a fifth. And then again, for
21 me, when you said you sounded the planks and the frame, what does
22 that entail, sounding?

23 A. Striking with a hammer. So usually it's a hammer and a
24 screwdriver. You're prodding with a screwdriver for anything
25 that's punky or decayed. And sounding is mostly auditory, so

1 you're waiting to hear a response back, kind of -- not a dull
2 thud. And I like to put -- you know, you can sound and feel for
3 vibration too to see if what you're hitting is, you know, making
4 the wood resonate a foot up, or if you can't feel anything at all,
5 that just kind of gives you more knowledge of, you know, what's
6 behind what you're hitting. The surface might be -- in the case
7 of a lot of these frames, the surface seemed much harder than what
8 was an inch behind the surface.

9 Q. And that's almost like an art, sounding, it sounds to an
10 extent or it's a learned trade, or --

11 A. Yeah, I guess it's probably pretty -- it's tricky to
12 know what you're trying to listen for or feel for, yeah.

13 Q. And, if I recall, the sounding gave you an idea that the
14 remaining percentage of the hull on those same plank lengths gave
15 you a feel that it might be similar?

16 A. Right.

17 Q. Okay. Another question I had is, the frames that are
18 behind the planks you removed, what -- vertically, do those planks
19 go from the main deck to the tween deck, from the main deck to the
20 keel? What extent were those vertical frames?

21 A. They're staggered. So they would have been as long as
22 the hull would let them be because of the curve. If you had trees
23 that had significant curve, those would have been what we would
24 have replaced it with. From the keel to the deck might be -- each
25 futtock section might be eight or nine futtocks. Usually, they're

1 kept within a certain length. You don't want to see futtocks that
2 are less than 6 feet long usually.

3 CDR CARROLL: Think of a futtock like a puzzle piece.

4 MR. KOSAKOWSKI: Yeah. And they're staggered joints.

5 BY MR. STOLZENBERG:

6 Q. So those joints would be a (indiscernible) -- each
7 section of wood would have been a different piece?

8 A. Yeah.

9 Q. Is there any belief then that the rot would have
10 extended beyond a single futtock, or would it have been isolated
11 to just that futtock?

12 A. It was hard to tell with the size opening that we had,
13 so there was no way to guess.

14 Q. So the section that -- the futtock that was known was
15 the one from the main deck extending probably somewhere about 6
16 feet?

17 A. Right.

18 Q. Or greater than 6 feet?

19 A. And it may have been that some of those were right at a
20 butt, so maybe you had a cross-section that showed two futtocks on
21 the same side.

22 Q. Okay. And then I guess the other question I have is I
23 understand the hull to be planked in two types of wood: the Doug
24 fir from about the waterline up, and white oak below?

25 A. Right.

1 Q. And that planking was done since the refit of the vessel
2 in 2000. Is there any reason to believe that this similar rot
3 would have existed under the white oak frames, because I know the
4 suggestion was to replank with white oak. So is there something
5 different in either the fasteners or the planking or -- I'm just
6 -- or your opinion is, you know, were you concerned it would have
7 also extended to where the white oak was planked?

8 A. I wasn't as concerned that -- you know, typically, the
9 bottom planking lasts longer because it's pickled in salt water.
10 The reason to go back to white oak was it's got much more
11 longevity than the fir. It's not as porous. It's just a better
12 hull material. It's also much heavier.

13 Q. So stability concern as far as --

14 A. Right. They were --

15 Q. -- replacing weight --

16 A. The fir was, I think, a way to shed some weight as well
17 when they replanked.

18 Q. On the same line, you know, you've expressed some
19 concern about the condition of the rot and the vessel being in
20 heavy weather. I'm looking for even maybe more of a definition or
21 defining what your concern was. You know, we have rot in a frame
22 and maybe rot in the interior side of these dug -- or planking.
23 Were you concerned about the structural strength or were you
24 concerned about watertight integrity or what were you concerned
25 about specifically?

1 A. I was, I guess, concerned about both. You know, if the
2 structural integrity isn't there to -- anything, no matter what it
3 was planked with, the big problem from that is water intrusion.
4 So if the frames are weakened and the planking is soft, then that
5 means there's a chance that the seams aren't going to be
6 watertight. I guess that was my concern.

7 Q. So even if the caulking job was properly done with soft
8 wood or punky wood to each side of each plank --

9 A. Right.

10 Q. -- reduced stability for watertight integrity?

11 A. Right.

12 Q. Okay. That's all I had. Thank you.

13 BY UNIDENTIFIED SPEAKER:

14 Q. I just have a couple of questions. Do you have any
15 specific recollection on when you removed the plank seeing two --
16 areas where two futtocks were present?

17 A. Two futtocks in the same frame bay or --

18 Q. Right.

19 A. On the port side and on the starboard side, I believe.

20 Q. So your recollection was areas that were removed
21 revealed where the two futtocks joined on both sides?

22 A. No, I didn't see anyplace where both futtocks joined in
23 the same place, not in the same frame.

24 Q. Okay. Maybe I misunderstood. But Mr. Stolzenberg asked
25 you, I thought, that when you removed the planks whether you saw

1 where two futtocks had come together. You had talked about a
2 futtock being at least 6 feet long and I think you had said that
3 it came down approximately 6 feet from the deck was the area that
4 you thought the futtock you thought was in play, if you want to
5 call it that.

6 A. Right.

7 Q. Did you see any areas where there were a joining of the
8 futtocks in the areas that were revealed?

9 A. I'm not sure. I did take pictures. It might be clear
10 from that, but -- there may have been places on the frame where --
11 because that's how they're put together, you know, there's a butt
12 in the futtocks. They join here and then the next one spans that,
13 so that's just the nature of the construction.

14 Q. But you don't recall actually seeing that or the
15 photographs would reveal if it was present or not?

16 A. I think, I believe, I remember seeing one.

17 Q. Okay.

18 UNIDENTIFIED SPEAKER: I'm not sure we're entirely clear
19 about how these frames are made. Frames are two futtocks --

20 MR. KOSAKOWSKI: Staggered.

21 UNIDENTIFIED SPEAKER: -- and the futtocks are
22 staggered. So that futtocks also join in the center --

23 MR. KOSAKOWSKI: Right.

24 UNIDENTIFIED SPEAKER: -- to make the frame. And then
25 there's a butt. You know, the futtock isn't the whole length of

1 the frame. So you've got futtocks on one side of that joint that
2 butt against each other and those are staggered so you don't
3 have --

4 UNIDENTIFIED SPEAKER: Without covers, they're dry.

5 UNIDENTIFIED SPEAKER: -- planks that look like this.

6 MR. KOSAKOWSKI: Without coverage?

7 UNIDENTIFIED SPEAKER: Well, meaning --

8 MR. KOSAKOWSKI: So that might be the butt on the frame
9 that is on top. Here's a butt that that one spans. That's a butt
10 in the forward futtock, here's a butt in the after futtock, here's
11 a butt in the --

12 BY UNIDENTIFIED SPEAKER:

13 Q. But, basically, three-dimensionally, what you're looking
14 at is two frames -- double futtocks like that.

15 A. Right. And if you were looking at the hull, like we
16 took off -- here's two futtocks side by side.

17 Q. Um-hum.

18 A. That's one frame. Two futtocks is a frame. This is the
19 slot that we revealed. This is the plank out that may have been
20 where one of those futtock joints was, is all that I was trying to
21 explain.

22 So, typically, you'd see both futtocks behind -- and
23 that's a frame behind the plank. There was anywhere from 10 to 12
24 frame sections behind a plank and there may be a couple where you
25 could see essentially three futtocks.

1 Q. Okay, thank you. How long was the overlap between the
2 seams of the futtocks?

3 A. Between these?

4 Q. Right.

5 A. I wouldn't have been able to measure from what we took
6 off, but a standard spacing would be 18 to 24 inches.

7 Q. Were all the frames that you exposed when you removed
8 those planks, frames that were installed by the yard in 2006 and
9 '7?

10 A. I believe all of them would have been replaced, yeah.
11 Yes.

12 Q. You had indicated earlier that you were hoping some day
13 to receive some credentials as a marine surveyor. Have you had
14 any formal training as a marine surveyor?

15 A. Training, no. Typically, I think for SAMS
16 certification, it's more time in the -- in certain positions; it's
17 not a training per se.

18 Q. At any time either while the vessel was here or after it
19 left, did you ever send any sort of written communication, whether
20 it be to the yard management or to Captain Walbridge or to the
21 owner of the vessel expressing your concerns with the condition of
22 the frames?

23 A. Written, no.

24 Q. Have you ever talked to Mr. Hansen regarding the
25 condition of the vessel when it left the yard in October of 2012?

1 A. No.

2 Q. Other than Captain Walbridge, did you ever talk to
3 anybody else about your concerns regarding the condition of the
4 frames for the vessel?

5 A. No. Our crew.

6 Q. Who on your crew did you talk to?

7 A. Jim Jones. To some degree, probably James Knightly.

8 Q. Anyone else?

9 A. And I obviously had communication with Eric Graves about
10 it also.

11 Q. When did you talk to Mr. Graves about it?

12 A. Just as the -- as the planking, as it was uncovered.

13 Q. Did he come down and inspect the area to your knowledge?

14 A. Not to my knowledge.

15 Q. Did you ever discuss it with Mr. Kipouras when he was
16 here?

17 A. No.

18 Q. After you learned that the vessel had sunk on
19 October 29th, did you ever raise your concerns with anybody about
20 the condition of the vessel when it left?

21 A. No. To my wife.

22 Q. And I think that you indicated you knew that Mr. Wyman
23 was aboard from time to time while the vessel was in the yard?

24 A. I believe I saw him one day aboard it.

25 Q. Did you ever discuss with him your concerns about the

1 condition of the vessel?

2 A. I did not have any conversation with him.

3 Q. You indicated that after the vessel was launched, you
4 made a number of walk throughs or inspections and you didn't
5 notice the vessel making any water after it was launched, did you?

6 A. That's correct.

7 Q. And that was confirmed by the captain's statement to you
8 that the vessel was dry?

9 A. That's correct.

10 Q. Did you have any conversations with Captain Walbridge
11 after the vessel left?

12 A. I believe I did not.

13 Q. Did you talk to any of the crew members of the vessel
14 after the vessel left?

15 A. I did not.

16 Q. Did you talk to anybody at HMS BOUNTY Organization after
17 the vessel left?

18 A. I did not.

19 Q. You indicated that the crew did the plumbing on the new
20 tanks?

21 A. That's correct.

22 Q. Did you ever do any sort of inspection of where the
23 plumbing was done?

24 A. I did not.

25 Q. When you replaced the planks you had removed with the

1 new oak planks, how were they secured to the frames?

2 A. Trunnels and boat nails.

3 Q. Are these the galvanized boat nails?

4 A. Galvanized boat nails.

5 Q. How long were the galvanized boat nails?

6 A. I believe they were 8-inch nails.

7 Q. And how long were the trunnels?

8 A. Two feet. They're two different sizes so some of the
9 trunnels are blind trunnels that don't go all the way through and
10 some of the trunnels are -- go all the way through and are wedged
11 on either side.

12 Q. The ones that were used, were both types used when you
13 replaced those planks?

14 A. Yes, both types.

15 Q. Are they spaced in a particular manner, the through
16 trunnels as opposed to the blind trunnels?

17 A. It's alternated. So, yes, the spacing changes.

18 Q. In your opinion, were the planks held tight to the
19 frames?

20 A. Yeah.

21 Q. You had indicated you thought the vessel was here in
22 2011 for the work on the mizzenmast. I'm just going to show you
23 an invoice dated November of 2010, just ask you to review that and
24 let me know if that refreshes your recollection as to when the
25 work on the mizzenmast was done?

1 A. Yeah, that's correct that the mizzenmast was replaced.

2 Q. I'm also going to show you an estimate that was provided
3 earlier today by Mr. Graves on the work that was being done in
4 September and October of this year, 2012. Did you participate in
5 putting that estimate together?

6 A. To some degree. I believe that this was -- there were
7 two estimates. One would have had some spars that we glued up. I
8 was involved with that estimate. I don't believe I was involved
9 with this estimate.

10 Q. Okay. Was any work done on the spars while the vessel
11 was here?

12 A. We built -- we laminated some new spars before the boat
13 arrived.

14 Q. Did they leave with the vessel, to your knowledge?

15 A. Yes.

16 Q. This estimate shows 60 hours, I think, for caulking and
17 puttying the bottom. Is that a pretty accurate estimate of the
18 number of hours the yard actually spent?

19 A. No, this was changed pretty dramatically because the
20 crew ended up doing the bottom cleanup, the bottom paint, the
21 caulking. Here's the spar planks. Those are the laminates I'm
22 talking about. Yeah, this wasn't held to exactly just because the
23 crew was partaking in some of those tasks.

24 Q. What is the typical compound used by the yard after the
25 cotton and oakum was put in to seal the seams?

1 A. It's really something that ends up being the call of the
2 boat, only because they don't like to typically mix and match
3 materials. It really changes very dramatically from boat to boat,
4 from DAP to polysulfides to soft boatyard seam compounds. They're
5 typically one of those three.

6 Q. Did you ever question -- well, what, other than the NP1
7 that was used on, I guess, one side where they had done some
8 recaulking, I think you said that you had no problem with the NP1
9 with regard to water integrity but it's harder to remove --

10 A. Right.

11 Q. -- if you're going to do some more recaulking. What was
12 used on the other side?

13 A. I think that they used, to some degree, some DAP and in
14 some place -- they really used all three of those compounds. So
15 depending whether they were under the waterline, above the
16 waterline. I think that they -- I never saw them use DAP, I
17 guess. It was talked about in the topside seams. I'm not sure
18 what they ended up using.

19 Q. Does the yard keep timecards for the work that's done on
20 the boat?

21 A. Yes.

22 Q. Does it say on the timecards what the various jobs were
23 that were being done?

24 A. Yes, it does.

25 Q. They have different codes for caulking or installing

1 tanks or planking and so on?

2 A. There's usually a code and a description of what you did
3 if the code doesn't give enough information about what part of it
4 you did.

5 Q. What was the size of the yard crew working on the
6 vessel?

7 A. Five, I believe.

8 Q. And that would be yourself, Mr. Knightly, Mr. Jones --
9 who would be the other two?

10 A. Ross Branch, who's a subcontractor, and also Doug
11 Pedersen.

12 Q. Doug?

13 A. Pedersen. I'm sorry.

14 Q. So yourself, Mr. Knightly, Mr. Jones, Mr. Branch and
15 Mr. Pedersen?

16 A. Yes.

17 Q. I don't have anything else. Thank you.

18 BY CDR CARROLL:

19 Q. One last question. In your opinion, in your experience,
20 did the vessel adequately address the problems they were having
21 with the rot and decay within the frames prior to leaving?

22 A. For what they were willing to take off, yes.

23 Q. You have to explain that --

24 A. I think that there really wasn't a way to fix anything
25 to -- nobody knew what the real problem was, whether it was rot or

1 whether there were two punky spots, you know, in a couple of
2 frames or was it a big problem. I was happy with the fact that
3 they put oak back on. I was happy with how it was fastened. I'm
4 positive it was watertight, the planking that was taken off. In
5 that regard, I think they fixed the problem of those two planks.

6 Q. Okay. Would you have done anything differently if you
7 were the decisionmaker for the vessel?

8 A. Sure, I would have had a proper survey of the hull.

9 Q. Why wasn't that done, do you believe?

10 A. In the conversations I had with Rob, and it was stated
11 that they were due for a hull survey next year and that they could
12 definitely wait until then to survey it.

13 Q. Okay.

14 UNIDENTIFIED SPEAKER: I have a couple of questions.

15 CDR CARROLL: Sure.

16 BY UNIDENTIFIED SPEAKER:

17 Q. How long was the plank off -- or the two planks off
18 before they were replaced?

19 A. It was probably no more than a couple of weeks. I don't
20 know exactly.

21 Q. So the frames were exposed to observation for those 2
22 weeks?

23 A. That's correct.

24 Q. Was Mr. Wyman there during that period?

25 A. I'm not positive. I can't remember when he was there in

1 the project. They may have been covered up.

2 Q. Oh, okay.

3 BY UNIDENTIFIED SPEAKER:

4 Q. I just have one other follow-up. You said that there
5 were between, I think, 8 and 10 frames exposed when you removed
6 the planks; one on each side. What number of the frames did you
7 find were -- of those 8 to 10, had this condition that you've
8 described?

9 A. Outwardly, very easy to observe, probably roughly a
10 third of the frames had some sort of decay. One frame on either
11 side was in very obviously bad shape. The others were hit or miss
12 whether they sounded okay or they didn't. Some sounded like brand
13 new wood. The degree of decay without cutting into them was
14 really hard to ascertain.

15 Q. When you removed the plank, how had it been fastened to
16 the frames?

17 A. Both trunnels and nails.

18 Q. Okay.

19 BY CDR CARROLL:

20 Q. What were the conditions of the trunnels and the nails?

21 A. The nails were okay. There were trunnels that were the
22 same, okay, but there were also trunnels that suffered from the
23 same decay as the frames, which was very surprising. Usually, the
24 locust trunnels are almost reusable in an old boat that you take
25 apart; they're the last thing to go. I kept a trunnel as well.

1 Q. Okay. I'd like the trunnel, please.

2 CDR CARROLL: And, Mr. Kaplan, I'd like the photographs
3 that were taken by Todd. I'd also like the trunnel and I'd also
4 like the wood.

5 MR. KAPLAN: Chiseled-out stuff?

6 CDR CARROLL: Yeah.

7 MR. KAPLAN: How long would it take you to get that
8 stuff together?

9 MR. KOSAKOWSKI: The pictures are at my house, the wood
10 is downstairs.

11 CDR CARROLL: Okay. How far is your house?

12 MR. KOSAKOWSKI: Woolwich, 40 minutes.

13 CDR CARROLL: Okay. You can get those and provide those
14 to me?

15 MR. KOSAKOWSKI: Sure.

16 UNIDENTIFIED SPEAKER: I'd also like copies.

17 CDR CARROLL: We'll wait on that. In regards to this,
18 this is, in regards to a party of interest, we're collecting the
19 evidence. This does not deal with HMS Bounty Organization.
20 Evidence will be available for review to all parties of interest
21 prior to the hearing. But as far as sharing evidence, I'll refer
22 that to Lieutenant Commander Grant. That will be provided to me.

23 UNIDENTIFIED SPEAKER: Okay. And so can you -- how much
24 of this wood -- I mean, can you put it in a box, or --

25 MR. KOSAKOWSKI: Yes. It's shoebox size, the wood.

1 CDR CARROLL: Shoebox size? So I could take that today?

2 MR. KOSAKOWSKI: You can.

3 CDR CARROLL: Is that here?

4 MR. KOSAKOWSKI: Yes.

5 CDR CARROLL: Okay.

6 UNIDENTIFIED SPEAKER: Do you have any objection to my
7 taking photographs of the wood?

8 CDR CARROLL: No, you can take the photographs of the
9 wood. That would be fine.

10 UNIDENTIFIED SPEAKER: Can I have a follow-up question?

11 CDR CARROLL: Yes.

12 BY UNIDENTIFIED SPEAKER:

13 Q. Todd, when you mentioned the meter, you said the meter
14 was giving you fits with the moisture readings that you were even
15 thinking it may have needed calibration, did you calibrate it?

16 A. I did.

17 Q. So you took second readings after you recalibrated it?

18 A. I did.

19 Q. The readings were the same or --

20 A. Same, similar readings calibrated for the temperature of
21 the -- and the species of the white oak.

22 Q. Okay.

23 A. And fir.

24 Q. And going back to what you said about that this wouldn't
25 pass inspection, the rot you found, what would go on at that

1 inspection that it wouldn't pass, to your knowledge?

2 A. Only from prior haulouts with Coast Guard involved, when
3 they see something that -- it's my understanding if they see
4 something that's questionable integrity, they might have you pull
5 fasteners, pull planks, expose it a little more. That's really
6 never my call when there's a Coast Guard inspection. That's
7 something that they take care of. I'm not positive what they
8 would have suggested.

9 Q. But more work than what was done at the time?

10 A. Yes.

11 Q. When you had that conversation with Rob, and you might
12 have said this and I just want to be sure, when you said it
13 wouldn't pass hull inspection, did he agree?

14 A. I don't know if he said that. I don't remember him
15 saying that.

16 Q. Okay. So that was your statement to him?

17 A. That was my own statement.

18 Q. Okay.

19 A. That was one of my fears I was trying to explain to him.

20 Q. Okay. That's all I have, thank you.

21 A. Okay.

22 UNIDENTIFIED SPEAKER: Do you have an objection to my
23 having a copy of what he's marked?

24 CDR CARROLL: (Indiscernible) have a copy.

25 UNIDENTIFIED SPEAKER: Just this, I mean, he's marked

1 this.

2 CDR CARROLL: Oh, that's fine. You can have a copy of
3 that.

4 UNIDENTIFIED SPEAKER: And he also marked that.

5 CDR CARROLL: Yeah, that would be fine. Actually, Todd,
6 why don't you, since these were both marked, why don't you sign
7 and date them almost in autograph fashion. What's being signed is
8 a 2001 Wyman drawing for the midship section and the inboard
9 profile. It's the 19th.

10 MR. KOSAKOWSKI: The 19th.

11 CDR CARROLL: Okay, thank you. This concludes the
12 interview with Todd -- say it?

13 MR. KOSAKOWSKI: Kosakowski.

14 CDR CARROLL: Kosakowski, thank you.

15 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: THE SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of Todd Kosakowski

DOCKET NUMBER: DCA-13-LM-003

PLACE: Kansas City, Missouri

DATE: December 19, 2012

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.

Vanita Tildon
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: JOSEPH JACKIMOVICZ

Boothbay Harbor Shipyard
Boothbay, Maine

Thursday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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(Counsel on behalf of the shipyard)

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I N T E R V I E W

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CDR CARROLL: This is Commander Kevin Carroll. This is active investigation into the sinking of the vessel *Bounty*. We're in Boothbay Harbor Shipyard. Time is just after noon and we're speaking with?

6

7

MR. JACKIMOVICZ: Joseph Jackimovicz. That's J-a-c-k-i-m-o-v-i-c-z.

8

CDR CARROLL: Present at the interview is?

9

MR. LANGER: Leonard Langer on behalf of HMS Bounty Organization.

11

MR. DUBOIS: David Dubois on behalf of HMS Bounty Organization, working with Mr. Langer.

13

MR. KAPLAN: Michael Kaplan, Attorney for the yard.

14

MR. KIPOURAS: Charlie Kipouras, Marine Inspector of Coast Guard, Sector Northern New England.

16

MR. JONES: Rob Jones, Investigator, NTSB.

17

MR. STOLZENBERG: Eric Stolzenberg, Engineer, NTSB.

18

INTERVIEW OF JOSEPH JACKIMOVICZ

19

BY CDR CARROLL:

20

Q. Okay. So, Mr. Jackimovicz, what I want to do is basically, give me a little bit of your background, how you're connected with Boothbay Harbor Shipyard and what your professional credentials, any that you may have.

24

A. All right. I started work here in 1978 and became the yard manager for over 30 years. So I was involved with hauling

25

1 and watching and overseeing a lot of the work on a lot of the
2 vessels that were hauled out.

3 I retired about 3 years ago, 2009, and I come back to
4 the yard to work to help out with haulings and -- basically
5 haulings and launchings. So my primary concern on the last
6 hauling with the *Bounty* was that I was operating the machinery for
7 the hauling and giving advice to Todd, who was actually the man in
8 charge of the hauling. And then I also ran the machinery when we
9 launched the boat. And that was the bulk of my work on this past
10 hauling.

11 Q. Okay. So you retired 3 years ago?

12 A. Yeah.

13 Q. Okay. But you just came back to help them --

14 A. Well, I come back -- yeah. During the course of a year,
15 I probably help with three, four or five haulings and launchings a
16 year.

17 Q. Okay. Are you an accredited marine surveyor?

18 A. No.

19 Q. Do you have any other degrees or professional
20 credentials?

21 A. Well, I have a master's degree in geology, but that
22 doesn't help with this.

23 Q. Okay. All right. So other than the hauling and the
24 launching for *Bounty*, did you have any interaction at all with the
25 yard or with the vessel's crew in regards to this yard period?

1 A. Yes. I spoke with Captain Walbridge on a number of
2 occasions.

3 Q. Anything specific in regards to the condition of the
4 vessel?

5 A. Well, he had indicated that he wanted a couple of planks
6 taken off the vessel and the crew did that. And then Todd brought
7 to my attention, some decay that he found in the -- some of the --
8 I guess the planking -- the inside of the planking pieces, as well
9 as the tops of some frames.

10 Q. Okay.

11 A. And also, Captain Walbridge had a little nagging leaking
12 problem with the forward stern area of the boat that when the --
13 he knew it was leaking in that area a little bit inside the vessel
14 before she got hauled out. He wanted me to take a look at it. I
15 did about a week before the -- it re-launched and tried to figure
16 out why the water was weeping out there. So I searched in the
17 area and found a little opening in the caulking about the size of
18 a pencil. And so --

19 Q. The week before it was launched?

20 A. Yes. This was before it was launched. You know, the --
21 about a week before the boat was launched. And he wanted to take
22 care of that leak, so I located it. He said, well, you've solved
23 my problem. I said no, I didn't solve it. I located it; the
24 other one's going to solve it. So then it -- as I said, it was
25 about the size of a pencil.

1 Q. The length or the --

2 A. No, the diameter.

3 Q. Diameter.

4 A. Yeah. It was in the caulking and it was in such a
5 position that you couldn't really get a caulking iron and put
6 caulking in there because he had put some ballast on the bottom of
7 the keel back in 2007 and built it out so that in that forward
8 area, the angle was such that you couldn't get a caulking mallet
9 or a caulking iron in there. So I probed with a little piece of
10 stainless -- eighth-inch stainless wire and located the hole.

11 And so what we decided a good fix would be since he
12 couldn't get any caulking in there was to get a piece of soft
13 wood, like cedar or pine, real dry, a real snug fit and jam it in
14 there to stop the leak. And when he did that, the leak stopped.
15 He said I think we got it all right. And then --

16 Q. But it was out of the water at that time?

17 A. Yes. Oh yeah.

18 Q. It was out of the water, so you said the leak stopped.
19 How --

20 A. Right.

21 Q. -- did you verify that the leak stopped?

22 A. Well, because there was water leaking out of the hull
23 before we put the plug in.

24 Q. So the vessel -- this was a week before it launched.

25 A. Right.

1 Q. The vessel came out of the water in mid September.

2 A. Right.

3 Q. So the hull was still leaking?

4 A. Yeah. Well, there was water in the bilge. There was
5 water in the bilge the whole time she was here.

6 Q. Existing water from --

7 A. Yeah.

8 Q. -- when she first came out?

9 A. Right. Right. Before she was hauled. Yeah. So then
10 they -- I guess he and one of his crewmembers go ahead and went
11 and they put some caulking in there, put some tar in there. They
12 also put some lead flashing over that spot and, you know, put tar
13 under that, tacked it all in place and it looked like a real neat
14 -- a neat patch.

15 Q. So the use of the dowel there was lead flashing and what
16 else did you say?

17 A. Tar.

18 Q. And tar.

19 A. Yeah. Asphalt, tar. Which is a kind of a traditional
20 fix on a lot of patches through the years on old wooden fishing
21 boats and everything. We've seen this done all the time.

22 Q. And this kept the water from coming out of the hull?

23 A. Right.

24 Q. Okay.

25 A. Presumably keeping it from going back in after she was

1 launched. Yeah, I talked with him several days after the boat had
2 been launched and sat in the water. I said, how's the boat doing?
3 He goes, nice and tight, he said, so --

4 Q. So you spoke with Captain Walbridge --

5 A. Right.

6 Q. -- after --

7 A. After, right. I think that was on a Friday. He left
8 here on a Sunday morning. I didn't see him between Friday and
9 Sunday morning when he left.

10 Q. Did you discuss with Mr. Walbridge at all, the decay
11 that Todd brought to your attention?

12 A. Yeah, we did and, you know, he was surprised and I was
13 surprised about it too in the short amount of time. And I spoke
14 to him about having ventilation up in that area. There was very
15 little ventilation. I guess it was the plank that was just below
16 deck level that -- which we could call the sheer plank. And it
17 was right at the top there. And it's -- my feeling is that the
18 Douglas fir decayed first and then transferred into the oak. I
19 never did -- I've never liked Douglas fir as an oak building
20 material anyway, but --

21 Q. What were the frames constructed of, to your knowledge?

22 A. What were the frames constructed of? White oak.

23 Q. White oak.

24 A. Yeah.

25 Q. So what you're saying is in your opinion, that there was

1 poor ventilation?

2 A. Yeah. You have a deck hull that spends a lot of its
3 time down south, tropical areas, I think Puerto Rico for the -- at
4 least the previous winter, hot, humid weather, no ventilation,
5 you're kind of asking for trouble.

6 Q. Did Mr. Walbridge express any concerns that this was the
7 planking that was replaced during a previous yard period here at
8 Boothbay Shipyard?

9 A. Well, he was surprised that it had decayed so fast and I
10 think we all were.

11 Q. Did you see the decay in the frames, in the planking?

12 A. Yeah. Todd showed me a couple of the pieces. The plank
13 was off. I saw the plank, I think it was on forward port part of
14 the vessel. I went up in the staging and looked and the plank was
15 off. He had pieces of planking down on the dock. I looked at
16 that and then I looked at some of the tops of the frames and there
17 was some decay in there, so I noticed that.

18 Q. Okay. Did you discuss your theory of the poor
19 ventilation and --

20 A. Um-hum.

21 Q. -- you said you -- did you discuss that with Captain
22 Walbridge?

23 A. Well, yeah. We discussed that and I was saying to him
24 that you should have some more, you know, more ventilation up in
25 that area, particularly where this boat goes. And he kind of

1 agreed with it, but that's about as far as we discussed it.

2 Q. Okay. Did you discuss this with the shipyard
3 management?

4 A. I probably did. I -- probably Todd and Eric. You know,
5 I've had -- we've had issues like this with other vessels that
6 I've indicated to people to have some better ventilation than
7 their -- that the -- than they have had. So just to that extent,
8 I wasn't astounded, but still surprised.

9 Q. Okay. During your time here as an employee for the
10 shipyard, had you worked with *Bounty* in the past?

11 A. Yes. My first experience with it was in 2001. We
12 hauled it in August. The *Bounty* was out when 9/11 happened and we
13 worked through that fall and into the spring. The vessel arrived
14 here from New Bedford in a very leaking condition. I'll throw a
15 number out and you're going to be astounded, but this was
16 emphatically told to me by Captain Walbridge, that it leaked
17 30,000 gallons an hour. Basically 500 gallons a minute.

18 And when we hauled the boat out the day after it arrived
19 here, I could believe that's how much it was leaking because she
20 was so worm-holed, I had never seen anything in my life, how many
21 worm holes that were in that vessel. You know, she leaked like a
22 sieve. Water just poured right out of her.

23 Q. Okay. And what was done to the vessel during that --

24 A. All right. During --

25 Q. -- fall to spring?

1 A. All right. During that time frame, he had to make a
2 decision if he wanted to save the boat or not and he decided that
3 he wanted to. So what we did, we took all the bottom plank off
4 and replaced it. And most of the bottom frames stayed. We did
5 not replace the bottom frames. They stayed. There was a couple
6 that were bad and we replaced those and all the bottom planking
7 was replaced with white oak.

8 I might add, with the material that was -- well, I'll
9 get to that when we get to that point.

10 Q. Okay. So all bottom planking in 2001 was replaced with
11 white oak?

12 A. Right. Well, between that fall and winter and early
13 spring the following year. The -- we replaced the stern post at
14 that time. The deadwood back aft was original, the state
15 original. The keelson, the keel's all original. The stem, we
16 didn't work on at all. Some of the aft frames, as they were
17 fastened into the deadwood, they were replaced. I would say
18 probably about a half a dozen back aft, but everything else
19 forward of that was all original framing from when she was
20 constructed. And that was the bulk of the work done in that time
21 period. It was about a 6-month time period.

22 Q. And Captain Walbridge was the representative for the --

23 A. Right.

24 Q. -- vessel at that time?

25 A. Right, right. He was.

1 Q. Okay. Did you ever know any other representative for
2 the *Bounty* other than Captain Walbridge?

3 A. Well, they had an engineer, Dave Wyman, who did a lot of
4 engineering work on the boat, figuring stability and other things
5 they wanted to do. He was kind of representing, but I think Robin
6 had the final say in what was done on the vessel. He would
7 contact the owner and I guess they would converse as to the best
8 way to go about the repairs and what they wanted to do and that's
9 how it was decided. Captain Walbridge was a hands-on individual,
10 was intimately involved with everything that was done.

11 Q. Okay. So that was 2001 --

12 A. To 2002. Right.

13 Q. 2001 to 2002.

14 A. Right.

15 Q. All right. What was your next interaction with *Bounty*?

16 A. I guess the next time we did any major work was 2006, in
17 the fall of 2006 into 2007 and that's when we replaced the topside
18 planking and we replaced the topside frames, most of them. If
19 they weren't bad, we didn't replace them.

20 Q. Okay. Replaced the topside planking and the frames?

21 A. Right. And the topside planking was Douglas fir and the
22 frames were still white oak. And I might indicate to you that
23 that material was greenwood. It was green white oak and it was
24 green Douglas fir.

25 Q. Explain to me what the significance of it being green

1 is.

2 A. Well, being green is cut down and hadn't had a chance to
3 thoroughly air dry.

4 Q. Okay. So --

5 A. Normally what you would like to do when you use it in a
6 vessel is to have wood that's dry. Not kiln dry because kiln
7 drying will sometimes destroy the fabric of the wood. So -- but,
8 you know, realistically, time-wise, you can't -- we just can't
9 have wood sitting around here with the prospect that we may have a
10 job that needs some dry wood 5 years from now.

11 So that's -- I guess that's my significance that the --
12 that may have contributed to some of that decay, particularly in
13 the Douglas fir being green. I mean we cut into the wood and even
14 though on the outside surface was totally dry, the inside, you cut
15 into it and it was wet. It was what I would call construction
16 grade Douglas fir, which is what the vessel was built with
17 originally back in the early '60s, but I would almost bet you that
18 the quality of that wood wasn't the quality of 1960. I think
19 everybody knows that material quality's been going down through
20 the years.

21 Q. If you believed that it was inferior hull material or
22 use for this project to replace the planks, why was it used?

23 A. Cost. We had some other wood available at about \$12 a
24 board foot and this was available at about \$4 a board foot. And
25 the reason why fir was specified, Dave Wyman wanted to use a wood

1 that had lighter weight than the oak for stability reasons. The
2 wood looked fairly good to us. We didn't use sap wood. We used
3 the hard wood. So we were taking pains not to use any of that
4 light-colored sap wood that we know that would decay even quicker.

5 Q. When the, what I'll refer to as the construction grade
6 Doug fir was purchased and arrived to the yard, did you let
7 Captain Walbridge or anyone from the *Bounty* know that you believed
8 it was inferior?

9 A. Well, it was inferior to the \$12 a board foot wood.
10 Yeah. Basically, the big difference was the grain was wider grain
11 than this and it had a lot of knots. And the \$12 a board foot was
12 basically knot-free or really tiny knots, maybe the side of a dime
13 or a quarter.

14 Q. Okay. So --

15 A. And finer grain.

16 Q. Better question. Who purchased this material? Who
17 selected this material and who decided that this was going to go
18 onto *Bounty* as the hull planking?

19 A. Who decided? Well, I guess the owner decided that's
20 what he wanted. I went up to Viking Lumber up in Belfast and
21 picked out the timbers. And what they did, they were -- these
22 timbers were 10 by 12; 12 by 12; 12 by 14 and we cut them down to
23 3 inches, which is the planking thickness.

24 Q. So you selected the planking from Viking Lumber?

25 A. Right. I picked the best timbers I could find that they

1 had.

2 Q. Was Captain Walbridge with you when you picked the
3 timers?

4 A. No. Well, he may have gone up once. I had multiple
5 trips up there because I also took the yard truck and the boat
6 trailer and brought a lot of the timbers back.

7 Q. Now did you simply go up on your own and make the
8 selection yourself and then tell the owner what you were planning
9 to get or did they --

10 A. Yeah.

11 Q. -- give you constraints?

12 A. No, he didn't give me any constraints.

13 Q. Okay. So you could have purchased the \$12 a board foot
14 rather than the \$4 a board foot?

15 A. If the owner wanted it.

16 Q. That's what I'm getting at.

17 A. Right. That's right. That was -- it was his choice.

18 Q. Did you recommend to go with the \$12 a board foot?

19 A. Well, we told him it was a better material, so I don't
20 know. Is that recommending?

21 Q. I would say so.

22 A. Yeah.

23 Q. So the choice to go with the \$4 a board foot
24 construction grade Doug fir that you believe was green --

25 A. Right. Now the other wood may have been green too.

1 It's very difficult to get any substantial thicknesses that are --
2 that's quite dry.

3 Q. Okay.

4 A. In my mind, it would have been a better quality.

5 Q. Okay. Was the material viewed by anyone from the *Bounty*
6 prior to it being used?

7 A. Yeah. I think Captain Walbridge looked at it all before
8 we put it on the boat. He pretty well looked at everything that
9 we had. Excuse me.

10 Q. How long did that project last? You said that was 2006
11 and 2007. Do you recall a time frame?

12 A. Yeah. I -- it came out around mid fall and I think we
13 launched it sometime in May, maybe. May of 2007.

14 Q. Was the vessel surveyed after it went back into the
15 water by either the Coast Guard or an accredited marine surveyor,
16 to your knowledge?

17 A. Well, I think Dave Wyman came down a few times and
18 looked at it and I can't tell you whether he's an accredited
19 marine surveyor. Coast Guard inspectors had come by periodically.
20 I think it's at the request of the captain and the owner to look
21 at the boat because he had some ideas of trying to get some kind
22 of passenger certification for the vessel. And so he wanted to
23 make sure that what was being done was being done in a way that he
24 wouldn't have to do any major alterations.

25 Q. Okay. To your knowledge, was the *Bounty* certificated to

1 carry passengers for hire?

2 A. I can't tell you that. I don't know.

3 Q. When the project was complete, I guess you were QA for
4 the project, quality assurance? You were the -- you had oversight
5 for the yard?

6 A. Well, actually at that time, I was involved with a
7 couple of projects, so I wasn't -- and that was a time -- at a
8 time where I told the owner of the yard -- he bought the yard in
9 2004 -- that I'm going to be retiring and wanted to start shifting
10 over some responsibilities to other people. And Eric and Todd
11 were kind of taking over for me. I had to go down to Tennessee
12 and look at white oak logs to have shipped up here to make the
13 frames with. So I had had experience through the years on a
14 number of reconstruction, large reconstruction jobs, so --

15 Q. Such as?

16 A. *Victory Chimes*, several occasions; *Sherman Zwicker*;
17 *Alexandria*, which unfortunately, it went down off of Cape Hatteras
18 also. I'm trying to think of some -- there's probably another one
19 or two vessels in there that the repairs may not have been as
20 great, but I was -- I came here to work at a time in which we had
21 quite a few wooden fishing vessels still operating on the coast.
22 So I got quite a bit of experience on wooden vessels before that
23 all the sudden disappeared.

24 Q. When you went to Tennessee to select the wood logs, the
25 white oak --

1 A. Um-hum.

2 Q. -- for the frames, do you recall that also being green
3 or was that --

4 A. Oh, yeah. Yeah. It was all green. I mean, the -- if
5 it was a log, it was green. It had been only probably cut down a
6 month or two before.

7 Q. And then it was turned into a frame?

8 A. Frames and then also some planking because at that time,
9 we used white oak planking on the bottom on that first yard
10 period. Which, on the bottom wasn't so bad because the boat's
11 going to go back on the water and get soaking wet anyway, so using
12 greenwood down there, it really didn't affect very much.

13 Q. Okay. Can you recall anything else from that 2006, 2007
14 yard period where the planking was replaced, along with the upper
15 frames that you want to bring to our attention?

16 A. Well, we -- this is the time where we applied some lead
17 ballast to the bottom of the keel and I -- the amount of tonnage
18 escapes me. I think it was somewhere in between 25 and 30 tons.
19 They were pieces of lead that were about 6 to 8 feet long, 8 to 9
20 inches thick and 20 inches wide.

21 Now the keel was 14 inches wide, so that meant if we
22 ascended the ballast on it, the ballast would be beyond the keel.
23 But Dave Wyman, the engineer on the project, had us put cheek
24 pieces alongside the keel to build it out so that when the ballast
25 was on there, there was solid wood above the ballast, all right?

1 So -- and the other interesting thing about this, that
2 when we haul the boat out even the first time, the vessel had
3 quite a hog to it. And when -- and they wanted to put the ballast
4 keel on straight, so we put sand boxes on our railway bearers.
5 The sand was in plastic bags so it wouldn't get wet, was in a
6 steel box and it was wood blocking on top of the sand. And what
7 the idea was, that when -- once it got hauled out, we would let
8 the sand come out of the boxes and that the bottom of the keel
9 would come down and straighten out. Now, we hauled the boat out
10 with the hog in it. I don't like to have a boat flatten the
11 bottom of the keel out when you're hauling a boat. You're --
12 there's too much stuff that's moving. So frames, planking,
13 everything.

14 So the skipper, Captain Walbridge and one or two of his
15 crewmembers actually let the sand out and straightened it. He
16 straightened the keel up to his satisfaction and he said okay,
17 this is where we -- now we've got a straight bottom of the keel,
18 we want you to put the ballast on. So we -- from there, we went
19 and applied the ballast progressively.

20 The ballast had overlaps so that you had a half lap on
21 each piece that came together and we lagged those together, those
22 pieces. And then we through-bolted up into the keel and into the
23 cheek pieces. He did indicate to me afterwards -- a few days
24 after, he said you know, my doors aren't working too good up in
25 the cabins now that we straightened the keel out. I said well,

1 you know, that will happen. So we went and we launched the boat,
2 and we hauled the boat again probably a couple years after that,
3 she had the hog right back.

4 Q. What affect did that have on the lead keel, on the
5 keel's --

6 A. It didn't seem to affect it at all. Now I've got to --
7 I have to mention that the backbone of the vessel is all original.
8 That includes the keel, most of the bottom frames and the keelson.
9 That's all original -- you know, that's all original from the
10 early 60s when she was constructed. We did replace a portion of
11 the upper part of the stem, I think, on that haul out too.

12 Q. Which one?

13 A. Pardon me?

14 Q. Which one?

15 A. 2006, '07. It was a big chunk of wood up there. I
16 think we got a piece of oak that was like 14 by 18 by 18 feet
17 long. Again, greenwood. You're not going to have anything that's
18 going to be dry.

19 Q. Why is that?

20 A. Why is it? It takes too long for the log to dry and if
21 you go with the anticipation of buying material so that it can
22 dry, you've got a tremendous investment. And usually what happens
23 is that, in the course of drying, it deteriorates a certain
24 amount, so you have less material to work with. So it's been
25 pretty -- all through my years of working on wooden vessels,

1 unless you're working on a small yacht that you can get reasonably
2 dry material, anything on a big boat is always greenwood.

3 Q. Let's go back to the conclusion of the 2006, 2007 --

4 A. Right. Yeah.

5 Q. -- haul out where the planking and framing was replaced.
6 The -- was there any communication from Captain Walbridge that he
7 was dissatisfied with the work --

8 A. No.

9 Q. -- that had been done?

10 A. No.

11 Q. Anything to indicate from HMS Bounty Organization,
12 anyone that they were dissatisfied with the work?

13 A. No. They wouldn't have come back if they were
14 dissatisfied.

15 CDR CARROLL: I want to turn the questions over to you,
16 Rob and Eric.

17 MR. JONES: I don't have anything right now.

18 BY MR. STOLZENBERG:

19 Q. I just have a couple questions, Joe, for --

20 A. Um-hum.

21 Q. In layman's terms, you said the rot transferred from the
22 Doug fir to the white oak.

23 A. Right.

24 Q. What's the mechanism for that to transfer?

25 A. Well, I mean if you have a piece of wood that decayed

1 and in contact with another piece of wood, it's just going to go
2 right over.

3 Q. Is that because of the -- what causes the rot? Is it a
4 fungus? Is it --

5 A. Yeah. It's a fungus. Fungus.

6 Q. Okay. So the fungus transfers --

7 A. Right.

8 Q. -- from one species to the next?

9 A. There's an interesting study that the National Park
10 Service did about Douglas fir on the wooden boats they were
11 caretaking at the San Francisco Museum. And I didn't come across
12 this until after we learned about the decay in this fir here this
13 past fall. And they had -- I don't know what kind of Douglas fir
14 it was, but they said under ideal lab conditions, they had
15 extensive decay in the wood within 30 days. And I've never --
16 through the years of working with various boat-building materials,
17 I don't have a very good opinion of fir to begin with.

18 Q. Okay.

19 A. And the only reason it's been used is you can get it in
20 long lengths. I mean it's really available in long lengths.

21 Q. Okay. And then, so you mentioned earlier then, as a
22 solution to Captain Walbridge, you recommended ventilation as --

23 A. Right.

24 Q. -- a solution. Now again, you know, for the benefit,
25 why would that be a solution to the -- trying to prevent fungus --

1 A. Well, ventilation gets the air circulating and you get a
2 lot of the -- it's -- if you have a lot of high humidity, you want
3 to get that humidity away from that wood.

4 Q. So you need the humidity to keep the fungus growing?

5 A. Yeah. Oh yeah. You need humidity --

6 Q. Okay.

7 A. -- a certain humidity. It has a certain humidity level
8 and a certain temperature level that it will grow.

9 Q. And the follow-up from that portion, so by ventilating,
10 remove the humidity --

11 A. Right.

12 Q. -- and then hopefully stop this fungus --

13 A. Right.

14 Q. -- and the rot?

15 A. Right.

16 Q. Did you ever use a moisture meter in this case?

17 A. Well, I haven't. I don't know whether the captain has
18 through the years. Occasionally what we would do is that we would
19 use a moisture meter in some of the wood that we had and, you
20 know, just to verify.

21 I mean, one time we thought doing this on the deck of
22 the -- it's one of the schooners we rebuilt that I didn't --
23 haven't even mentioned yet, that we thought steaming it -- we
24 would steam it. Well, steaming -- actually, steaming helps quite
25 a bit because if there's any fungus in there, you steam the wood,

1 you're going to kill the fungus. So you start at zero point as
2 far as fungus contamination goes.

3 And we steamed a lot of the planks on the *Bounty* just to
4 do the bends and turns and everything like that. It's amazing.
5 Even though you think everything's straight, it isn't. There's
6 all kinds of twists in it and curves and everything, but we
7 thought that -- we had some white pine and we were putting it on
8 the deck of -- it used to be a Boston pilot, *Schooner Roseway*.

9 UNIDENTIFIED SPEAKER: *Roseway*.

10 MR. JACKIMOVICZ: That's the vessel. They planked the
11 deck with 3-inch white pine. They bought the pine. The skipper
12 of the boat bought the pine for the owner of the boat and you
13 could see the pine was green. We put it in the steamer and we
14 would steam it for about one hour per inch of thickness and we'd
15 pull it out of the steamer and, you know, you look at it. It
16 looked perfectly dry. And we put a moisture meter in it. It was
17 just as wet as before we took it out.

18 And that happens with the oak a lot too. We would take
19 the oak out and it's steaming away. You have to wear leather
20 gloves because it's hot and the surface will dry probably within
21 less than 5 minutes, totally dry, but inside, it's still probably
22 pretty wet.

23 BY MR. STOLZENBERG:

24 Q. So what would be a bad reading on a moisture meter or
25 (indiscernible) --

1 A. Well, the ideal moisture for boat-building is around the
2 12 to 14 percent range. And when we buy this -- when we get this
3 wood green, it was well over 30 percent. So --

4 Q. Are you aware of any of the readings that were taken at
5 the most recent haul out?

6 A. No. I don't think we did any readings on this haul out.
7 I don't think. Todd probably would know, but I don't know.

8 Q. Okay. What would you expect to see on a moisture meter
9 reading on a --

10 A. On a vessel that just came out --

11 Q. -- capable boat that just came out of the water?

12 A. Came out of the water, total saturation on the bottom.
13 I mean, you know, you probably couldn't get it wetter than that.
14 I mean I've taken oak logs, put them in the water and they sank,
15 so tell me how much water was in that wood. So as I said, the
16 ideal thing would be 12, 14 percent range and that's a good air
17 dry range. You get wood kiln dried will be down in -- could be
18 down to 8, 10 percent, but I've seen wood destroyed by kiln drying
19 it too fast.

20 CDR CARROLL: What about steaming?

21 MR. JACKIMOVICZ: Steaming?

22 CDR CARROLL: If you had -- if you improperly steam to
23 plank.

24 MR. JACKIMOVICZ: Steaming, as far as we could tell,
25 never would bother a plank. It made it limber enough so that we

1 could work and twist it and bend it and everything else. And even
2 then, sometimes they would break. They break, you take it off,
3 you start over again.

4 BY MR. STOLZENBERG:

5 Q. Last question I have is --

6 A. Yeah.

7 Q. -- are you familiar at all with the fuel systems or the
8 build systems on the *Bounty*?

9 A. No, I'm not. No. All I know on this last haul out,
10 they changed out fuel tanks, but I didn't know that the owner had
11 the tanks built and I think they were tested here. Did you test
12 them?

13 UNIDENTIFIED SPEAKER: I did.

14 MR. JACKIMOVICZ: Yeah. And that's all I know. I never
15 saw the old ones come out. I never saw the new ones go in.

16 BY MR. JONES:

17 Q. Just a couple. You did the haul out and re-launched the
18 *Bounty*?

19 A. Right.

20 Q. And we were just given a piece of paper that that was
21 about 30 days that it was hauled out?

22 A. Right.

23 Q. When it went back in, how long -- when a vessel like the
24 *Bounty* was -- is out of the water for 30 days, is there a
25 specified period it should sit alongside to basically absorb the

1 water or soak before it gets --

2 A. Well, this is --

3 Q. -- underway again?

4 A. This is pretty normal to do something like that. Excuse
5 me. The vessel didn't leak. Usually what happens is we've taken
6 boats out, smaller boats, you put them in the water and they're
7 leaking like crazy. And you really don't want -- which means that
8 the plank is probably dried out pretty much, and you really don't
9 want to work the vessel if the planking's loose because now you're
10 going to start screwing up the fastenings. The fastenings are
11 going to start wanting to move a little bit and everything like
12 that. So usually you let the vessel sit awhile.

13 But a 3-inch oak planking on the bottom of the boat was
14 not going to dry out in a month. In a year, it would probably dry
15 out, but not in a month. So as I said, when I spoke with them 2
16 days after the boat was in the water, he said it's just as tight
17 as can be, he said, which means it wasn't making any water.

18 Q. So we have the *Bounty* departing on the 21st, 4 days
19 after it was -- well, about 4 days after --

20 A. About. Yeah, right.

21 Q. -- so that -- in your experience, that's about right --

22 A. Yeah.

23 Q. -- to sit alongside for that period of time?

24 A. Yeah. Yeah.

25 Q. You mentioned the green -- that the timbers, the

1 planking and --

2 A. Right.

3 Q. -- everything was green.

4 A. Right.

5 Q. So any other vessels that you repair in this yard with
6 planking, is it always or mostly --

7 A. Yeah. It's always green.

8 Q. Okay.

9 A. Yeah. You can't -- we just can't get it dry. Yeah.
10 All these big old schooners and -- they're all -- (indiscernible)
11 I went down to Carolinas and I bought some used yellow pine that
12 was in an old mill building down there for 100 years. That was
13 reasonably dry. But you don't want a piece of wood so dry that
14 it's brittle because a lot of that wood will get brittle. And
15 when I saw it come off the saw blade and I put my hand on it and
16 it was sticky, I said that's exactly what I want with hard pine.
17 So --

18 Q. So for your experience, except for the different costs
19 of the timber, the 12 board foot as opposed --

20 A. Yeah.

21 Q. -- 4 a board foot --

22 A. Right.

23 Q. -- it's going on green to most of the wooden vessels
24 that --

25 A. Right.

1 Q. Okay.

2 A. That's right. And I've used -- we've used that type of
3 fir before on other vessels. You know, I mean we bought a lot for
4 this one because the whole topside, Dave Wyman wanted the weight
5 to be not -- you know, the density of the wood was lighter than
6 the white oak and he wanted that topside to be lighter because --
7 from stability reasons. I mean Captain Walbridge even toyed with
8 the idea of having carbon fiber upper yards in the top mast to --
9 for the weight, to get that weight away from so high up.

10 Q. Okay. That's all I --

11 A. I mean --

12 Q. -- have.

13 A. Yeah. That was just to -- you know, it was -- you talk
14 some wild ideas sometimes.

15 CDR CARROLL: You mentioned before about, you learned
16 about after the vessel sank about the -- how quickly Doug fir --

17 MR. JACKIMOVICZ: Can. It can.

18 CDR CARROLL: -- can --

19 MR. JACKIMOVICZ: Now that's in an ideal situation. And
20 when you take the *Bounty* with little ventilation on those top
21 timbers and you put it down in Puerto Rico for the winter, in a
22 hot -- warm, hot, humid environment, you're inviting issues. And
23 this goes for any boat, not just *Bounty*.

24 CDR CARROLL: Okay. Eric, did you have anything else?

25 MR. STOLZENBERG: No.

1 CDR CARROLL: Okay. Mr. Langer?

2 BY MR. LANGER:

3 Q. Mr. Jackimovicz, my name is Len Langer. I represent the
4 owners of the *HMS Bounty*.

5 A. Um-hum.

6 Q. Just to follow up on a question that Captain Jones
7 raised about the green oak.

8 A. Yeah.

9 Q. When you had the discussion with Captain Walbridge about
10 using green versus dry oak, what --

11 A. Well --

12 Q. Sorry?

13 A. There was no discussion because we couldn't get dry oak.

14 Q. Okay.

15 A. I mean, that's the reason why we used it.

16 Q. And so did you feel that the application of green oak
17 onto the *Bounty* was an acceptable boat-building practice?

18 A. Yes. I've done it numerous times on other vessels of
19 the same type of material. You know, the frames with 6 inches
20 siding and they were double -- doubled, so you had a 12-inch width
21 frame probably with about a 6 to 8-inch gap in between frames.
22 So, I mean, there was a lot of wood in the vessel. And these
23 vessels were built with the idea that they could accept a certain
24 amount of deterioration, but there was so much wood put in them to
25 begin with that we could -- they could survive for quite a while.

1 Q. When the vessel was here in '01 and '02 --

2 A. Um-hum.

3 Q. -- what structural members were replaced? You said the
4 keel and the keelson were original.

5 A. The sternpost and there were some -- there was some
6 frames back aft that towed into the deadwood and they were
7 through-fastened through the deadwood.

8 Q. When -- on those that were left, was there an inspection
9 to determine their continue suitability?

10 A. Right. And I believe at that time, the Coast Guard was
11 inspecting that also because we had all the planking off. It
12 could be looked at. So that was a prime -- perfect time to look
13 at it. And as I said, there was one or two other pieces through
14 the length of the vessel that -- I'm trying to clear my throat.

15 Q. I would offer you some water if -- there's some water if
16 you'd like that.

17 A. Yeah. That's -- no, I'm fine.

18 Q. You sure?

19 A. I'm fine. Yeah. The --

20 UNIDENTIFIED SPEAKER: (Indiscernible) water.

21 MR. JACKIMOVICZ: The siding of the frames down along
22 the keel were still 6 inches, but the depth was 8 to 10 inches.
23 And the frames tend to thin out as they go up high, again, for the
24 same reason -- oh, thank you -- same reason that you don't want to
25 -- you're trying to cut down the weight a little bit. And you

1 want the bulk of the structure down -- you know, down low.

2 The other original material I could say hat was in the
3 boat, I might just add this, is that all the deck beams were
4 original since construction. All the decking was original. In
5 the period of 2006, 2007, Captain Walbridge hired a couple
6 carpenters and on the original laid deck which was fir, they put
7 ice and water shield on it and we bought some good grade Douglas
8 fir about three-quarters to an inch thick.

9 And he laid that down and put caulking in between so it
10 looked like a planked deck, but it was actually laid on top of an
11 old deck because the old deck was leaking quite a bit. And he
12 told me that it solved most of the leaks, but we had no idea what
13 the condition of the deck beams were. They were original.
14 Instead of ripping those out, they just put material over the
15 decking.

16 Q. Did you ever make an inspection of the condition of the
17 decking?

18 A. Well, I couldn't see them because of the decking. What
19 we could see from underneath, they looked in reasonable shape.
20 They looked in pretty good shape.

21 Q. When the vessel was here in '06 and '07 for the --
22 excuse me -- re-planking and reframing pretty much from the water
23 line up --

24 A. Right.

25 Q. -- was there any inspection of the original pieces that

1 were left --

2 A. Yeah.

3 Q. -- in '01 and '02?

4 A. Yeah. They appeared to be okay. They were fine. And
5 of course, you know, the way they were constructed, these futtock
6 pieces, they overlap. They were on a minimum overlap from one
7 piece to the other at least 24 inches. They overlap them and then
8 that made your complete frame, all these individual pieces. So
9 that's what we did with the top frames. We double up.

10 And I can't honestly say whether one section of the top
11 frame became stanchion or not. A lot of times, stanchions are put
12 in separate so that if you lose -- if a big sea breaks your
13 bulwarks off, you haven't broken frames off, you've broken a
14 stanchion off. So -- and so a lot of times, stanchions are put in
15 between the double frames. I would probably have some notes or
16 sketches of how it was, but I don't have them handy.

17 She had a lot of original steel knees that you're
18 looking at right here. Those are from when she was built and they
19 put little fiberglass fascia pieces over them to look like they
20 were wooden knees.

21 Q. Were any of those steel knees replaced in the '06 --

22 A. No.

23 Q. -- '07 period?

24 A. No. No.

25 Q. Were they inspected?

1 A. I think we made some newer ones because, back aft, one
2 of the -- I don't know. Maybe Todd mentioned this, but most of
3 the transom was replaced in that 2006, 2007 hauling. And back aft
4 there, we -- I think we made some new steel knees and had them
5 galvanized and they were bolted in place.

6 The other thing, as we talk, some ideas come into my
7 mind. We replaced the rudder in the first hauling in 2001, 2002.
8 The owner had a steel rudder made up, hallow steel. You know, we
9 installed it at that time and the rudder post was a steel tube.
10 Also, in the 2006, 2007, we replaced the mizzen mast. That was a
11 steel tube. Originally, that's where the exhaust came out of the
12 vessel from the engines when she was built in the early 60s and
13 they changed that.

14 I think on that original hauling too, they changed from
15 -- they changed to electric drive. She had electric motors back
16 in 2002. And they had problems. Some company down in Texas,
17 somehow the owner got sold on electric propulsion, diesel engines
18 running generators and the generators supplying power to electric
19 motor. The transfer from the electric motor to the actual prop
20 shaft was a small diameter shaft that kept breaking on them.
21 Couldn't take the torque.

22 I mean, you've got a vessel weighing 350, 400 tons and
23 you're trying to stop -- either stop it or move it from zero,
24 there's a tremendous amount of inertia you're dealing with here
25 trying to do something. So he finally got rid of those and I

1 believe he had some -- the diesel engines came in somewhere down
2 in Norfolk and we weren't involved with that. So he had those --
3 he to the electric motors out and replaced it.

4 MR. LANGER: I have no other questions. Thank you.

5 MR. JACKIMOVICZ: I'm just trying to think of other
6 things that we had done. Well, at the time we did the rudder, we
7 put a steel shoe back there so the rudder bearing was in a steel
8 shoe. And as we hauled it up through the years, everything there
9 looked pretty in decent shape. It was in good shape.

10 CDR CARROLL: Mr. Kaplan, you have any questions?

11 MR. KAPLAN: I don't.

12 CDR CARROLL: Anybody else? Okay.

13 Sir, thank you very much for your time.

14 MR. JACKIMOVICZ: Okay.

15 CDR CARROLL: This concludes the interview.

16 MR. JACKIMOVICZ: Thank you. All right. You're
17 welcome.

18 (Whereupon, the interview was concluded.)

19

20

21

22

23

24

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: THE SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of Joseph Jackimovicz

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Tiffany Meeker
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: DOUGLASS PEDERSEN

Boothbay Harbor Shipyard
Boothbay, Maine

Wednesday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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MICHAEL KAPLAN, Esq.
(Counsel on behalf of the shipyard)

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I N T E R V I E W

(1:05 p.m.)

1
2
3 CDR CARROLL: This is Commander Kevin Carroll,
4 conducting the interviews in regards to the casualty
5 investigations for the tall ship Bounty sinking in Boothbay Harbor
6 Shipyard. It's December the 19th. It's about 5 minutes after 1.
7 And we are interviewing --

8 MR. PEDERSEN: Douglass Pedersen, P-e-d-e-r-s-e-n.

9 CDR CARROLL: Okay, Mr. Pedersen, present at the
10 interview is --

11 MR. LANGER: Len Langer, I represent HMS Bounty
12 Organization.

13 CDR CARROLL: Okay.

14 MR. DUBOIS: David Dubois, I also represent HMS Bounty
15 Organization.

16 MR. KAPLAN: Michael Kaplan, representing the yard.

17 MR. KIPOURAS: Charlie Kipouras, Marine Inspector from
18 the Coast Guard, sector Northern New England.

19 MR. JONES: Rob Jones, investigator with the NTSB.

20 MR. STOLZENBERG: Eric Stolzenberg, Engineering, NTSB.

INTERVIEW OF DOUGLASS PEDERSEN

21
22 BY CDR CARROLL:

23 Q. Okay, Mr. Pedersen, can you tell us a little bit about
24 your background. Do you have any professional credentials,
25 degrees, or are you a accredited surveyor?

1 A. No, I'm not accredited surveyor -- I went to boat
2 building school for 2 years in Eastport, Washington County Tech.

3 Q. Okay, and how long have you worked --

4 A. Been in the business since '94, 1994.

5 Q. Okay, and how long have you worked here at Boothbay
6 Harbor Shipyard?

7 A. Off and on. I worked for a year, then I was laid off in
8 I think it was July. And I came on back to work on the Bounty and
9 Galileo. I started in September when the Bounty came in.

10 Q. Okay.

11 A. I was laid off this summer.

12 Q. What is Galileo?

13 A. Another sailing vessel.

14 Q. Okay, so basically cumulative time here at the shipyard,
15 about over a -- about a year?

16 A. Oh, yeah, year and a half, yeah.

17 Q. Okay, all right, what were your assigned tasks on
18 Bounty?

19 A. Secure the water tanks and fuel tanks.

20 Q. Okay. Can you describe to us what you did?

21 A. Basically we put in old beams, support beams, posts,
22 just to secure the water tanks and the fuel tanks.

23 Q. Okay, what was your overall impression of the areas of
24 the vessel that you were able to see?

25 A. Good, I guess.

1 Q. Who was overseeing the project for the yard?

2 A. Todd Kosakowski.

3 Q. Okay, are you aware of any problems that he had with
4 Bounty's captain or the Bounty's crew or discussions he had in
5 regards to the vessel's condition?

6 A. No.

7 Q. Did you notice anything in regards to the vessel's
8 condition that you felt you needed to bring to the attention of
9 Todd?

10 A. No.

11 Q. Did you only work on the framing for the fuel tanks and
12 the water tanks?

13 A. Right.

14 Q. Okay, so that's the extent of your interaction with the
15 project?

16 A. Um-hum.

17 CDR CARROLL: Okay. Eric (indiscernible)?

18 BY MR. STOLZENBERG:

19 Q. Yeah, just -- I got one question. Did -- following up
20 on Mr. Carroll's question, did Todd express to you any concerns he
21 had about the vessel?

22 A. Not that I remember, no.

23 Q. And then lastly, are you familiar with -- were the old
24 beams to mount the fuel tanks that you mentioned?

25 A. Um-hum.

1 Q. Were you familiar with any of the piping lineup that was
2 to those tanks, the fuel tanks (indiscernible)?

3 A. The crew did most of the plumbing, did all the plumbing.
4 I didn't do any of the plumbing. Is that what you're referring
5 to?

6 Q. Yes.

7 A. Right.

8 Q. so are you familiar with the lineup that was done to
9 those tanks?

10 A. No, they more or less did their own plumbing.

11 MR. STOLZENBERG: Okay, that's it for me. Thank you.

12 UNIDENTIFIED SPEAKER: I have no questions.

13 UNIDENTIFIED SPEAKER: I have no questions.

14 CDR CARROLL: Okay, all right.

15 MR. PEDERSEN: That's it?

16 CDR CARROLL: That's it. All right. Thank you very
17 much.

18 MR. PEDERSEN: Thank you.

19 CDR CARROLL: This concludes the interview.

20 (Whereupon, the interview was concluded.)
21
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: THE SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of Douglass Pedersen

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Katie Leach
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: DAVID WYMAN

Boothbay Harbor Shipyard
Boothbay, Maine

Thursday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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U.S. Coast Guard

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I N T E R V I E W

(1:10 p.m.)

1
2
3 MR. WYMAN: My name is David Wyman, W-y-m-a-n.

4 CDR CARROLL: Okay. This is Commander Carroll. I am in
5 the Boothbay Shipyard, conducting interviews in regards to the
6 vessel *Bounty* sinking. The time is approximately 1310. Present
7 at the interview is --

8 MR. LANGER: Len Langer. I am here representing HMS
9 Bounty Organization.

10 MR. DUBOIS: David Dubois, also representing HMS Bounty
11 Organization.

12 MR. KAPLAN: Michael Kaplan. I'm representing the
13 shipyard.

14 MR. KIPOURAS: Charlie Kipouras, Marine Inspector, Coast
15 Guard Sector, Northern New England.

16 MR. JONES: Rob Jones, Investigator with the NTSB.

17 MR. STOLZENBERG: Eric Stolzenberg, Engineer at NTSB.

18 CDR CARROLL: Okay, all right.

INTERVIEW OF DAVID WYMAN

19
20 BY CDR CARROLL:

21 Q. Mr. Wyman, can you please let us know what professional
22 credentials that you have, in regards to undergraduate degrees,
23 degrees or accreditations as surveyor?

24 A. Okay. I graduated from King's Point, the Federal
25 Maritime Academy, as a deck student. And I served for 3 years in

1 the Coast Guard in Marine Inspection down in Portsmouth, Virginia.

2 After that, I went to graduate school and got a master's
3 degree in ocean engineering. Along in that same time, I did the
4 Westlawn Yacht Design Course. I have a Coast Guard license, Third
5 Mate Unlimited and Limited Master of Sail, which I have retired,
6 due to not being able to -- not feeling like I was physically able
7 to pass -- do the physical part of it.

8 Q. Okay, so it is renewed for continuity purposes?

9 A. Say again?

10 Q. Is it renewed for continuity purposes?

11 A. No, I've just let it expire.

12 Q. Okay, okay.

13 A. I don't anticipate trying to skipper a vessel in the
14 future.

15 Q. Okay.

16 A. I'm a registered professional engineer in Maine, and I
17 am an accredited marine surveyor with SAMS and I'm a member of
18 Society of Naval Architects and Marine Engineers.

19 Q. Okay. Do you have an accreditation with NAMS?

20 A. No.

21 Q. Okay. And what has been your professional association
22 with the vessel *Bounty*?

23 A. I first got involved with the *Bounty* when Mr. Hansen
24 purchased her. Shortly after he purchased her, he needed a survey
25 to -- before he could bring her up here, to have some work done on

1 her. And so, I did a survey on her in Fall River, to -- prior to
2 making the trip up. And after that, I got involved with doing
3 consulting on the rebuild of the *Bounty*, and did a bunch of
4 engineering design work for it, and also surveying it, as she was
5 being rebuilt.

6 Q. Okay. And you performed this survey on *Bounty* this past
7 fall, 2012, prior to --

8 A. Yes.

9 Q. -- the vessel's leaving Boothbay Harbor Shipyard?

10 A. Yes.

11 Q. Okay. Can you please describe, or explain to us, why
12 you were conducting that survey?

13 A. The owner requested that I update my survey on the
14 *Bounty* for the -- as requested by the insurance company.

15 Q. Okay. When were you contacted?

16 A. What date?

17 Q. Well, around what time period? If you could give me a
18 date, that would be great. If you can give me --

19 A. I'd have to look at a calendar, but a couple of days
20 before the ship was to sail from Boothbay, I was contacted by the
21 owner. And I quickly rearranged my schedule, to be able to get
22 down here, and take a look at her before she got underway.

23 Q. Okay.

24 A. But it was after she had been put in the water.

25 Q. Did you visit the vessel at all while she was in dry

1 dock?

2 A. No.

3 Q. So you did not see the vessel out of the water during
4 this September/October 2012 yard period?

5 A. That's correct.

6 Q. Okay. Can you describe to us your survey for this year?

7 A. I went through the entire vessel, went into each of the
8 spaces on it, and did my typical looking around, trying to assess
9 what kind of condition she was in, and decks. Did not climb the
10 rig, but other than that, looked her over carefully, and obviously
11 did not see the bottom, because she was afloat at the time that I
12 did my survey.

13 Q. Okay. When you say the owner requested this, are you
14 referring to Mr. Hansen?

15 A. Yes, although I think it was Tracie who actually called,
16 but --

17 Q. Did you know at that time that the vessel would be in
18 the water at the time of the survey?

19 A. Yes. And I remember asking her if that was adequate for
20 the insurance company, if an in-water survey would do what they
21 needed, and she responded, "Yes."

22 Q. Who is the insurance company?

23 A. I do not know.

24 Q. Who was the vessel representative during the time of the
25 survey?

1 A. Robin Walbridge, the captain, and John, the chief mate.

2 Q. Okay.

3 A. They were the two that I worked with.

4 Q. At any time during the survey, did Captain Walbridge
5 inform you that during the haul out here at Boothbay Harbor
6 Shipyard that rot and decay was found within the vessel's frames?

7 A. No, not that I -- not that I remember. My memory is not
8 perfect, though, but I don't remember discussing that.

9 Q. Did anyone from the vessel express to you that rot or
10 decay had been found within the frames of the vessel *Bounty*?

11 A. Can you be a little more specific, what you're asking?

12 Q. During this last yard period, when you had -- when you
13 performed your survey, your survey was at the end, correct?

14 A. Correct.

15 Q. Did human being, at any time, express to you that during
16 this yard period, prior to your arrival, that they had found rot
17 and decay within the frames of the vessel *Bounty*?

18 A. No. Now, I think what you're getting at is that there
19 was some rot in some of -- in the lower part of one of the
20 bulkheads, in the tank room, and that I did see, but that was
21 rebuilt at the time that she was here.

22 Q. When did you see the rot in the lower part of the tank?

23 A. I remember talking with Robin about it, but it was not
24 in the frames. It was in one of the -- it was in that bulkhead in
25 the tank room.

1 Q. So Robin called you in regards to this?

2 A. Probably.

3 Q. But it wasn't a face-to-face conversation, or did he
4 call it? That's what I'm looking for.

5 A. I really don't remember, but what -- Robin called me
6 fairly often, and we talked fairly often about all kinds of
7 details of the vessel. And whether it was in a face-to-face
8 conversation, or whether he called me and asked my opinion on what
9 to do, I don't remember. But I remember discussing it with him.

10 Q. Okay. What was the -- can you give us a little
11 description of the discussion?

12 A. That there was a limited amount of deterioration found
13 in the bottom of the bulkhead, and that obviously needed to be
14 fixed. And as far as I'm aware, it was fixed when she was here.
15 When I inspected the vessel, I could not get down in that area,
16 because the tanks had been put -- the new tanks had been put in
17 place.

18 Q. During your discussions with Captain Walbridge, did he
19 express any concern with how the Doug fir planking was holding up,
20 in regards to its overall condition on *Bounty*?

21 A. The Doug fir planking, you mean the exterior?

22 Q. Yes.

23 A. No.

24 Q. During these conversations, where captain would call you
25 during the yard period, what other concerns did he have regarding

1 the vessel, that he brought to your attention?

2 A. Most of what I'd been talking with him about recently
3 was rigging details ,and making sure that the rigging that they
4 were renewing was of appropriate size and strength.

5 Q. What rigging were they replacing?

6 A. He was working on the headstays.

7 Q. Were the headstays replaced during this yard period?

8 A. I do not know.

9 Q. For your survey on *Bounty*, can you give me an estimate
10 of how long that took you?

11 A. When I surveyed her down here, I was on her for about
12 four -- I was on her for about four -- is that a water, I can?

13 Q. Oh, yeah, yeah.

14 A. Excuse me. I was on her for about 4 hours that morning.
15 But I had previously, a couple of weeks before, been on her for a
16 day and a half.

17 Q. While she was in the yard?

18 A. No.

19 Q. Where you were on board the vessel?

20 A. In Castine, Maine.

21 Q. Why were you on board?

22 A. Because Robin had brought the ship into Castine, to
23 visit the Maritime Academy and to visit me.

24 Q. Okay.

25 A. And so, I'd had an opportunity to -- I'd been through a

1 good deal of her when she was in Castine, which is why I was able
2 to update my survey fairly quickly when she was down here.

3 Q. Okay, but the vessel was in the water in Castine,
4 correct?

5 A. Correct.

6 Q. Okay. So you're saying you did a more extensive survey
7 while in Castine?

8 A. That was part of my looking at the vessel, yes.

9 Q. You were requested by Robin to survey the vessel?

10 A. No. I was on board the vessel in Castine --

11 Q. Okay.

12 A. -- for about a day and a half. And I was looking at
13 various things on the vessel when I was there, and talking with
14 Robin about various things on the vessel.

15 Q. Okay.

16 A. And then, when I was requested to do the in-water survey
17 down here, normally, if I did not know a good deal about the ship,
18 I would have needed a couple of days to do a survey on her. But
19 because of my knowledge of her, and because of having been on her
20 recently, I was able to do what I needed to do, to satisfy myself
21 of her condition.

22 Q. So during that day and a half in Castine, what -- were
23 you on board as a guest? Were you sleeping on board or --

24 A. No.

25 Q. Okay.

1 A. I was there as a guest.

2 Q. You were there as a guest. What specifically did you
3 do? Were you there as a surveyor or --

4 A. No.

5 Q. No, okay.

6 A. Robin had come into Castine, partly because of me and
7 partly because he wanted to make a better connection with the
8 Maritime Academy. And so, what I did was I facilitated getting
9 various folks from the Maritime Academy to come down and view the
10 ship and meet Robin.

11 Q. Who from the Maritime Academy viewed the ship?

12 A. Andy Chase was on board, Jeff Loustaunau was on board,
13 Tim Leach was on board, I think Bill Brennan was on board.

14 Q. Who are these people? Were they the administration for
15 the Maritime Academy?

16 A. Yeah. Andy Chase is a professor. He is chairman of the
17 Nautical Science Department. Tim Leach is head of cadet shipping
18 program. Loustaunau is vice president, John Barlow is the
19 academic dean, who was on board, plus a whole bunch of others.

20 Q. Did the vessel get out underway?

21 A. Say again?

22 Q. Did the vessel get out underway?

23 A. With them on board?

24 Q. Yes.

25 A. No. No, they were just tied to the doc when they came

1 aboard.

2 Q. So you were not there in a professional capacity, and
3 you performed no professional functions as a surveyor while there?

4 A. Correct.

5 Q. Okay. So what you're saying is that the survey that you
6 did here, at Boothbay Harbor Shipyard, was 4 hours, but you were
7 able to do that because you knew the vessel so well?

8 A. Yes.

9 Q. Okay. Okay. This is your survey notes?

10 A. Yes.

11 Q. Okay, all right. So no vessel systems were run, i.e.
12 the engines?

13 A. Correct.

14 Q. The bell system?

15 A. No.

16 Q. Okay. Did you examine, as a surveyor, the new piping
17 that was run for the fuel tanks?

18 A. Yes.

19 Q. Okay.

20 A. Yes.

21 Q. All right, so that was done. And that, as a surveyor,
22 you said here that the work was good?

23 A. Yes.

24 Q. Okay.

25 A. And just as -- I had designed the fuel tanks.

1 Q. Correct. Do you know, where were those fuel tanks
2 built?

3 A. Mr. Hansen had those built somewhere down on Long
4 Island.

5 Q. You were not involved with the --

6 A. No. No.

7 Q. -- construction of these fuel tanks but you designed --

8 A. I designed them.

9 Q. Okay.

10 CDR CARROLL: I'm going to take a break for a second.

11 Eric, do you have any questions up to this point, or Rob?

12 MR. JONES: No, we can take a break.

13 CDR CARROLL: No, no, meaning I want to look through
14 some notes.

15 MR. JONES: Oh, you want to -- oh, I'll follow-up then,
16 sure.

17 BY MR. JONES:

18 Q. Now, Mr. Wyman, what was the survey for?

19 A. The survey was for the insurance company.

20 Q. What are you specifically looking for during the survey?

21 A. When I survey a vessel for insurance, I am looking to
22 see what the general condition of the vessel is, to make -- to
23 assure myself that there is a reasonable degree of safety, with
24 both the condition of the hull, the machinery, the outfitting,
25 rigging, so on, just basically, the whole condition of the vessel,

1 and then to report on that.

2 Q. Any separate instructions or different instructions than
3 that, from the insurance company?

4 A. No. Occasionally, insurance companies have some
5 specific things that they want, but there weren't any specific
6 requirements.

7 Q. Okay. And you mentioned the hull --

8 A. Yes.

9 Q. -- was in the water, so --

10 A. Yes.

11 Q. -- it's just from the inside?

12 A. From the inside, and also from looking at it from the
13 peer and from the outside.

14 Q. Okay. And you said, did the insurance company call you?

15 A. No. The Bounty Organization called me.

16 Q. And who do you send your report into?

17 A. The Bounty Organization.

18 Q. Have -- how often have you done surveys that, when the
19 Bounty Organization has asked you to do them?

20 A. I had previously done a survey on her, I don't know, 5
21 years before maybe. I can look up and find exactly when, but when
22 she was previously in the yard here, in the rebuild process.

23 Q. So it wasn't an annual thing or biannual?

24 A. No. It tends to be every -- most insurance companies
25 nowadays are asking for a survey every 4 or 5 years.

1 Q. And do you know if that previous one was also generated
2 because of a -- at the request of an insurance company?

3 A. I believe so.

4 Q. Was it the same insurance company?

5 A. I don't know what the insurance company was.

6 Q. Okay. That's all I have right now.

7 BY CDR CARROLL:

8 Q. I'll start up again. Back to the -- your report, you
9 mentioned that the tank room and the crew berthing spaces were
10 switched, and that a new watertight bulkhead was put back in. Did
11 you test the integrity or survey the integrity of that watertight
12 bulkhead?

13 A. I looked at what I could of that bulkhead. A good deal
14 of it was hidden from view because of the tanks having been
15 installed.

16 Q. Okay. You mentioned some cases, poor ventilation in the
17 sewage room, and your recommendation down on the bottom, you say,
18 "better ventilation for all hold spaces should be provided." What
19 evidence did you find of poor ventilation?

20 A. One would be the rot that was found in that bulkhead.
21 And the other thing is the sewage room did not have a very good
22 smell to it, which was indicating to me that it needed more
23 ventilation. And typically, with wooden ships like this, none of
24 them are adequately ventilated.

25 And if they're not ventilated well, rot develops and

1 they get all kinds of maintenance problems. And so, the
2 ventilation is one of the things that I think is real important to
3 keep a ship in good condition, long-term.

4 Q. Okay. And you ultimately never finished your report
5 because the vessel sank, correct?

6 A. Correct.

7 Q. I have a copy of your survey that's dated June 29th,
8 2007, David Wyman, PE, Report of Survey, Vessel HMS Bounty. Can
9 you please take a look and verify that that's your survey?

10 A. That's my survey.

11 Q. Okay. So that was from 2007.

12 A. Yes. That was my previous survey.

13 Q. Now, this is a lot heftier, in regards to the report, I
14 mean, as far as the scope of the survey. Can you explain to us
15 what your capacity was as surveyor was back then, in 2007?

16 A. I was surveying the vessel, similar to what I would --
17 did this time. And the report that I would prepare, if I had
18 prepared a report, would be similar to what you've got there.

19 Q. Okay. Now, this was an extensive haul out period in
20 2007, correct?

21 A. I believe so, yeah.

22 Q. Okay. Do you recall --

23 A. Whatever is written there is what I did.

24 Q. Okay. Do you recall what happened during that haul out
25 to *Bounty*?

1 A. I think that was the last -- that was the -- let me ask
2 a question. Is that the period when the topsides were rebuilt and
3 the deck was rebuilt?

4 Q. Okay. I'm going to read from your scope of survey, from
5 your report:

6 "This vessel was most recently examined at the
7 completion of the total rebuild at Boothbay Harbor Shipyard,
8 Boothbay Harbor, Maine, on June 29, 2007. During the past 15
9 months, the vessel was examined, both internally and externally,
10 every 2 to 4 weeks during the rebuild process.

11 "This survey documents the entire rebuilding of the
12 ship. At the completion of this rebuild, the vessel was found to
13 be in very good condition. Previously, the vessel had been
14 surveyed at Steiner Shipyard Bayou La Batre, Alabama, on February
15 22nd and 23rd, 2005, while undergoing modifications by Disney
16 Studios.

17 "Prior to that, the vessel had been examined while being
18 down rigged at Oswego, New York, and re-rigged to the Albany, New
19 York, during November 2004. At Greenport, New York, after being
20 reengineered in 2003, and while hauled out at Sample's Shipyard in
21 Boothbay Harbor, Maine, during the complete rebuild of the hull,
22 up to the tween deck level in 2002.

23 "In addition, a simplified inclining test was conducted
24 in Greenport, New York, in 2003, and later in 2007, after the
25 installation of a lead ballast shoe on the keel to assess the

1 stability. The stability of the vessel was found suitable for
2 ocean service. The undersigned surveyors served as both naval
3 architect and marine surveyor, throughout the rebuild and
4 subsequent upgrading of the vessel over the past 5 years."

5 A. That's what I did, yep.

6 Q. Okay. What was *Bounty's* hull planked with in the bottom
7 planking?

8 A. Oak.

9 Q. Okay.

10 A. White oak.

11 Q. Okay, and that was -- was that as original, when the
12 vessel was constructed? Was she -- did she have the bottom
13 planking with white oak?

14 A. I don't know what it originally was, probably was oak.
15 But much of the bottom had been replanked, between when she was
16 built and when I saw her.

17 Q. Okay. The -- okay. So when they took off the old
18 bottom planking and put on the new white oak planking, that was
19 during the 2002 time frame?

20 A. Yes.

21 Q. Complete rebuild of the hull, up to the tween deck level
22 in 2002. Were the frames also done during that time?

23 A. Yes.

24 Q. Okay, up to the tween deck level?

25 A. Yes.

1 Q. And the frames were what type of wood?

2 A. The ones that were replaced were white oak.

3 Q. Okay.

4 A. Yeah.

5 Q. All right. So in 2007, from what your report says,
6 everything from the tween deck up was replaced, planks and frames,
7 okay.

8 A. Yes.

9 Q. What hull materials were used during this time?

10 A. All of the framing was oak, and I believe much of the
11 planking was white oak, also. There may have been some fir used.

12 Q. You believe the planking was oak and some Doug fir?

13 A. It -- I don't remember specifically, but the majority of
14 the structural timber in her is white oak.

15 Q. Okay. So as the surveyor for the project and also as
16 the naval architect for the project, what hand did you have in
17 selection of the hull materials for these past 2006-2007 survey?

18 A. I was not involved in the selection of it. The yard
19 selected it.

20 Q. Who selected it?

21 A. The boat -- the shipyard here. They were the ones that
22 procured the material.

23 Q. Did you have any discussions with the owner or the
24 vessel's captain at that time about specific type of hull material
25 that would be used during this project at all?

1 A. I'm sure we did.

2 Q. Okay.

3 A. And white oak being the best material that you can get
4 for a ship like this was what was used. And it was all good
5 material.

6 Q. How did you determine that it was all good material?

7 A. By looking at it, visual inspection.

8 Q. So the planks that were -- the outer planking that was
9 used, and the frames that were used, you inspected visually all of
10 the -- okay. Did you use a moisture meter at all?

11 A. No.

12 Q. Okay. So basically, after the 2006-2007, in realistic
13 terms, from -- as the original build to the vessel, the bottom
14 planking, the bottom framing, the side planking and the side
15 framing were all basically new?

16 A. Yes.

17 Q. Okay.

18 CDR CARROLL: Rob and Eric, I'm going to turn it over to
19 you again, while I go through and review some questions.

20 BY ROB JONES:

21 Q. Mr. Wyman, the trip to Castine --

22 A. Yes.

23 Q. -- was that -- had that been planned? Did you know in
24 advance for one?

25 A. I had been talking with Robin back and forth about it,

1 for a month or two. And I think that -- I think it was finally
2 finalized a little -- a few days or a little while before.

3 Q. Do you know where they had been before?

4 A. I believe they were coming from Eastport.

5 Q. And from Castine, where did they go to?

6 A. Boothbay.

7 Q. Okay. So in between Eastport and Boothbay?

8 A. Yes.

9 Q. Is it normal for the person that's designing
10 modifications to the vessel to also be the surveyor?

11 A. I'm not sure.

12 Q. Okay. It just struck me that it would be a good
13 question. And that's all I have right now.

14 MR. JONES: Eric?

15 BY MR. STOLZENBERG:

16 Q. Yeah, I'll follow up a little bit. With regard to the
17 report, do you plan on completing the report for the owner, you
18 know, in excess of the notes that we have so far?

19 A. No.

20 Q. Okay. All right. Another question I had, and any
21 concerns over, you know, having been a naval architect in the past
22 a little bit myself, any concerns on growth of the weight of the
23 vessel over the 10 years, from 2001 to 2012?

24 A. Say that again?

25 Q. Any concerns in the growth of the weight of the vessel

1 from 2000 --

2 A. Growth of the weight?

3 Q. Yeah, and other stability concerns, excess weight being
4 added over time? In other words, being the naval architect, or it
5 sounds like you did some of the naval architectural of the vessel,
6 any concerns as to -- any stability concerns for the vessel?

7 A. Yes, I was concerned about the stability of the vessel.
8 And as a result, did an inclining -- I think I did -- when you
9 reading the report there, I think I did two different simplified
10 stability tests, inclining tests, to assess where we were at with
11 it.

12 And after the first one, I remember talking with the
13 owner about putting -- moving the lead from inside the hull, down
14 to the bottom of the keel, and which was done in the yard here.
15 And then, I did an incline after that, and found that it -- the
16 stability looked good to me. And then, there was a separate
17 stability test in -- supervised by the Coast Guard, and done
18 relatively recently.

19 Q. Do you know about what year the latter one --

20 A. A couple of years ago. I was not involved in that test.

21 Q. And the location of it?

22 A. I don't know.

23 Q. Okay.

24 A. Yeah.

25 Q. With regard to the lead, so it would've grabbed a few

1 vertical feet to move from inside the keel to outside, lower on
2 the keel?

3 A. We did two things basically. We lowered the center of
4 gravity of the lead by a number of feet down below, and we also
5 reduced the weight of the ballast, because of putting it down on
6 the bottom, needed less ballast.

7 Q. Any other things that were done to get the vessel more
8 stable over the time period?

9 A. No, just the -- she was just rebuilt in kind from what
10 she originally was.

11 Q. All right. So that would indicate that initially, that
12 you were concerned about the stability of the vessel, say in 2001
13 or when you first became involved with the vessel?

14 A. Yes, stability is something that I think is very
15 important, that -- and I -- even though typically it's probably
16 not something that most surveyors do, but I feel it's important
17 enough to get in an assessment of the stability on a vessel, which
18 I did on this one, and to do what we can to make her so that she
19 is stable.

20 Q. Were there any adjustments in the sail plan to assist
21 instability?

22 A. No, no.

23 Q. Okay. Transitioning to a different couple of other
24 systems, but due to some confusion, there are some drawings that
25 we've seen, and there has been different testimony. But are you

1 familiar with the fuel system design on the vessel?

2 A. Limitedly. I did not design the fuel system.

3 Q. So you designed the fuel tanks, though, you had said?

4 A. I designed the fuel tanks, yes, but I did not design the
5 fuel system.

6 Q. What were the parameters used to design the tanks?

7 A. I used the Coast Guard small vessel rules.

8 Q. How about the capacity of the tanks?

9 A. I don't remember what the capacity was.

10 Q. Were they designed to meet a certain fuel rate for the
11 engines in a certain cruising range?

12 A. I would -- this is drudging it out of my memory from a
13 long time ago, okay?

14 Q. Okay.

15 A. I'm guessing that what I would -- I was given some basic
16 parameters to work from how much fuel they wanted to have, and
17 also where the tanks were going to go and how they were going to
18 be secured in place, and so designed them to fit into the spaces
19 that were available, and to provide enough fuel to do what they
20 needed to do.

21 Q. Do you know if they were -- how the filters that were --
22 placement in the fuel system at all? Are you familiar with the
23 filters on the fuel system filters?

24 A. I believe she had a dual Racor filter system.

25 Q. And that would be on both the delivery system from the

1 day tank to the engine?

2 A. I think it was just from the day tank.

3 Q. So from the --

4 A. My recollection is that the fuel goes from the storage
5 tanks into the day tank, and then the day tank gets processed
6 through filters before it goes through the engines.

7 Q. Okay. So there'd be filters only on the day tank to
8 engine system, not the transfer system?

9 A. That's what I think is the system, but I don't know for
10 sure.

11 Q. This is from your June 29th, 2007 survey. Propulsion
12 machinery: "A new twin diesel system was installed in 2003."
13 What you have stated here is -- possibly this is under the fuel
14 section, pardon me. It is under Tankage and Piping. Fuel: four
15 main steel tanks, 900 gallons in each tank room and two 250-gallon
16 steel day tanks in the engine room, for a total of 4100 gallons.

17 Now, from what I understand, the fuel tanks were changed
18 out during this yard period, so that, in fact, would not be true.

19 A. Actually, it is true because we converted two of the
20 water tanks, which were built to the same standards as the fuel
21 tanks, and they were out of stainless steel. And built two new
22 stainless steel fuel tanks, so there were still a total of four
23 tanks, all built to the same design.

24 Q. Okay.

25 A. And the two day tanks are still there, so that's still

1 valid.

2 Q. Okay. All built to US Coast Guard standards and
3 inspected during construction in 2002. Fuel transfer system
4 consists of steel pipe Racor duplex filters, electric transfer
5 pump with manual backup pump, and a flexible connection to the
6 engine. Can you explain to us, what is a Racor duplex filter?

7 A. It has two Racor filters bodies, and you can switch
8 between one to the other, so that you don't have to take the fuel
9 system offline. You just transfer from one filter to the other
10 one, with a valving. And then you can take the one that you've
11 taken out of line apart, clean it, and -- but you're still getting
12 fuel going through the system.

13 Q. So, for example, if one of the filters were clogged for
14 the Racor --

15 A. You'd throw the valve to put it into the other one, and
16 then clean the first one that was clogged.

17 Q. Okay. This is a photograph from a 2009 inclining exam
18 that was done by St. Petersburg.

19 A. Um-hum.

20 Q. This, from what I've been told by one of the previous
21 engineers on board, is the port day tank. This appears to me to
22 be a small Racor fuel filter, that is a large Racor fuel filter.
23 Are there two of each?

24 A. I believe so, yeah. I think the duplex fuel filters has
25 two filters, side by side, with valving between them. And I think

1 there is one -- I think this one, and then right behind it, I
2 think, is the other one -- the other part of that duplex system.

3 Q. Okay.

4 BY UNIDENTIFIED SPEAKER:

5 Q. So off of that, so does that -- those are to the same
6 engine or are there Racors to both the generators and to the main
7 engines?

8 A. I'm not sure, but I'm thinking that the fuel goes
9 through those filters, and then goes kind of into a manifold to
10 feed any one of the engines.

11 Q. Okay.

12 A. But I'm not positive. I did not design the fuel system
13 and I don't remember exactly how it's set up.

14 Q. Do you know if there's a drawing of this fuel system to
15 be had in anywhere, any location, either from previous survey of
16 the yard or another engineering firm?

17 A. Not that I know of, no.

18 Q. Thank you. And I move on to the bilge system, with a
19 similar line of thinking. Are you familiar with the lineup of the
20 bilge system, or the system design of the bilge system?

21 A. I --

22 Q. Are you familiar with the system design of the bilge
23 system?

24 A. I'm a little bit hard of hearing. I'm sorry.

25 Q. I apologize. I tend to not speak loud enough. Are you

1 familiar with the bilge system design?

2 A. Yes.

3 Q. Okay. We've learned, or the documents I've personally
4 seen, there's both two electric pumps and a couple of hydraulic
5 pumps. One of the hydraulic pumps is independent of the build's
6 main, whereas the other is not, it draws off of the common build
7 main. To your knowledge, is that correct?

8 A. Yes.

9 Q. Do you know what the make and model or horsepower of
10 those hydraulic pumps were?

11 A. Yes.

12 Q. Is that something that we can be provided at a date
13 later, or do you know it right off --

14 A. I believe that information was provided by Mr. Hansen,
15 but I can -- I brought some information with me. I can look it
16 up.

17 Q. Okay. Oh, he's got it right there.

18 UNIDENTIFIED SPEAKER: Are those the photographs that
19 were taken by the doctor, Mr. Langer?

20 MR. LANGER: Yes.

21 UNIDENTIFIED SPEAKER: That's the one that you saw --

22 MR. WYMAN: Right.

23 UNIDENTIFIED SPEAKER: -- in New York and there's also a
24 second one.

25 MR. WYMAN: Oh, I had sent you an e-mail with that

1 information in it, and that's what --

2 BY CDR CARROLL:

3 Q. "Referring to my survey, the bilge system 2-inch copper
4 nickel pipes from each compartment, bilge manifold electronic
5 pumps, two combination fire and bilge pumps, 7.5 horsepower, 208
6 BEC (ph.), 140 gallons per minute. Engine-driven pumps, one with
7 hydraulic drive connected to the bilge system. One independent
8 hydraulic pump drive in the engine room.

9 "My design notebook prepared when I was working as a
10 design consultant during the rebuilding of *HMS Bounty* lists the
11 hydraulic pump as a Stanley Hydraulic TP08013 Trash Pump, 2000
12 psi, 9 gallons per minute, 4-inch suction, 4-inch discharge, 800
13 gallons per minute. Bob Hansen previously sent you details from
14 my design work and other information on the system."

15 Okay. So what you're saying is that, in going back to
16 your survey, the bilge system is 2-inch copper nickel pipes. But
17 the suction and the discharge for this 800-gallon-per-minute TP08
18 Stanley Trash Pump is 4 inches. Now, how would that work?

19 A. The suction, I suspect, was 4 inches. The discharge
20 probably was 2 inches. That may not be correct. But it feeds
21 into the bilge manifold.

22 Q. Okay.

23 A. Yeah.

24 UNIDENTIFIED SPEAKER: We're just trying to ascertain,
25 by looking at the picture of the build of the pump we have, and

1 looking at the cut sheet, they don't -- the photos don't look
2 exactly the same. And just trying to know definitively which
3 pumps were installed here.

4 UNIDENTIFIED SPEAKER: Yeah, this was the -- I printed
5 that off of the internet. This was the information provided to me
6 by Mr. Hansen for the Stanley TP08 Trash Pump. And 4 inches is,
7 in fact, correct.

8 MR. WYMAN: Okay, well, probably.

9 BY UNIDENTIFIED SPEAKER:

10 Q. This is the information. Now, I want to give you a copy
11 of this is what's there and that's what's in your report, that
12 lines up. This is a photograph taken again from the 2009
13 inclining exam by (indiscernible) of St. Petersburg of the pump in
14 question. You can see it's a green pump. And I see the photo
15 that Mr. Langer has there, taken by Mr. Hansen's doctor friend,
16 that the green pump is in place, also. Is this the fixed
17 hydraulic pump that you mention in your survey?

18 A. Yes, yes, that's the fixed hydraulic pump.

19 Q. Yes, it was, okay.

20 A. And it's a trash pump that's built to be lowered down
21 into a body of water, and then, it's converted by having this cup
22 put on the bottom of it, which then means instead of drawing
23 through the strainer that's in the bottom of the trash pump, it
24 connects up to a pipe.

25 Q. So that would explain why it might look different than

1 the cut sheet.

2 A. Yeah, and this is not the pump that's -- this is not
3 that pump. I think that's an older model.

4 Q. Okay. So --

5 A. But it's a -- it is a Stanley hydraulic pump.

6 Q. Do you have any information on this hydraulic pump that
7 we're looking at here?

8 A. I did a bunch of engineering design work on the bilge
9 system, and -- but then, turned that over to the boat to
10 implement. And so, I'm not sure exactly what they bought, but
11 that pump right there in the picture is one that I've had a lot of
12 experience with in the past. And that's the Stanley hydraulic
13 pump, and there's -- and unfortunately, in the materials that I
14 have, we looked at a couple of different possibilities. And --
15 okay, that's -- this is the pump that was --

16 Q. Stanley TP08 pump.

17 A. -- specified, yeah. Yeah. But the picture of the pump
18 that you've got there is not that. It may well be the same guts
19 in the pump, but the physical look of it is different.

20 Q. That -- I agree, from looking at the picture.

21 A. Yeah.

22 Q. I mean, it looks very different.

23 A. I totally agree. But this is what I had specified. And
24 if that information, you know, this was 10 years ago that this
25 pump was purchased.

1 Q. Okay. So you're saying that this was purchased new --

2 A. Yes.

3 Q. -- back in 2002?

4 A. I assume so.

5 Q. Let me see if I can -- try to keep track of stuff here.
6 Your letter there is dated 2004 --

7 A. Okay.

8 Q. -- for the purchase --

9 A. Then it must've been 2004 that it was done.

10 Q. So it was done in 2004.

11 A. And what the -- how we'd set the bilge system up was,
12 we've got the two electric bilge pumps. And then, we've got the
13 one hydraulic pump that's driven off a hydraulic -- the hydraulic
14 motor on this Stanley hydraulic pump is driven off a hydraulic
15 pump, driven by the main engine. I believe it's a starboard
16 engine that it is driven off.

17 Then, there's a second one of these pumps, and I think
18 that may be it, stuck in there. And these are -- the hydraulic
19 ones typically are painted yellow, rather than green. And so this
20 one may just have been repainted.

21 Q. But yellow, what you're looking at is actually an
22 extension cord. The reports that I have is that the pump that
23 you're talking about is blue.

24 A. Okay, and that could be. But it was -- the second one
25 was a portable one without this dish on the bottom, so that it

1 would just suck up directly into the hydraulic pump. And that
2 could be lowered down into different places in the engine room, to
3 suck water out of.

4 Q. A true submersible, if you will.

5 A. Yes, yes.

6 Q. And how would -- and just in -- and that was
7 hydraulically driven off of a portable hydraulic hose, the second
8 one?

9 A. No, it was driven off the same hydraulic pump off of
10 that main engine. It just had, I think, like 25 foot hydraulic
11 hoses on it, so it could be moved around the engine room to suck
12 water out.

13 Q. Were those hoses meant to be disconnected and
14 reconnected, were they --

15 A. Yes, it had quick disconnects on it.

16 Q. Cam locks or some sort of fitting?

17 A. Yeah, just kind of the standard hydraulic disconnects.

18 Q. Is there a concern that those could become air bound in
19 some way possible?

20 A. Not the hydraulic. The hydraulic would push any air
21 through pretty quickly.

22 Q. Okay.

23 A. Yeah.

24 Q. Let me ask a question. So would it be connected here,
25 where this green -- fixed green pump would be or --

1 A. This one is connected into the bilge manifold.

2 Q. Okay.

3 A. Yeah.

4 Q. So that 800-gallon-per-minute pump is capable of drawing
5 suction from any of the compartments that have a bilge strainer in
6 it?

7 A. Correct.

8 Q. In addition to the two 140-gallon-per-minute bilge
9 pumps, the electric ones --

10 A. Two electric bilge pumps, yes.

11 Q. Okay.

12 A. Yeah.

13 Q. So why the independent blue pump, or other hydraulic
14 pump that was not fixed?

15 A. If something happened to the bilge manifold, if it got
16 clogged up or something, you've got another way to pump
17 independently of the system. I don't like to have just one
18 system. I like to have more than one system, so that you've got
19 options.

20 Q. Okay. Let me ask a question about this photograph.
21 This green hose that's coming off the bottom of the green pump, is
22 that attached to the base?

23 A. I don't know.

24 Q. Okay. But you're saying that --

25 A. (Indiscernible).

1 Q. -- but you're saying this base plate that is in the
2 bottom of that pump --

3 A. Yeah.

4 Q. -- is piped into the bilge manifold system?

5 A. Yes.

6 Q. Okay.

7 A. And I don't remember exactly how we did it, but --

8 Q. This is a bilge manifold drawing from Whittaker Yacht
9 Design in March of 2011. This is what was provided to ABS in
10 regards to the (indiscernible) exam.

11 A. Okay.

12 Q. Can you identify for me the hydraulic pump?

13 A. That said hydraulic pump right there.

14 Q. Okay, so that's the fixed green pump that we're talking
15 about. Where would the other -- the unfixed hydraulic pump tie
16 into this system?

17 A. It doesn't.

18 Q. It doesn't at all, so it does not tie into the bilge
19 manifold whatsoever?

20 A. No, no, it's independent of this system.

21 Q. Okay. So where would that be hooked up to? In other
22 words, where would you put the hydraulic camlocks onto? Would
23 they go here?

24 A. No.

25 Q. Okay.

1 A. No. You -- the Stanley hydraulic pumps are a pump --
2 submersible pump that you can just put into any place that you
3 need to dewater.

4 Q. Right.

5 A. And it doesn't have any suction hose or anything,
6 because the suction is right in the base of it.

7 Q. Correct.

8 A. And then, it would have a discharge hose that would be
9 led wherever you wanted to lead it.

10 Q. Okay. Where would the hydraulic hoses be hooked up to,
11 for this pump that you're describing?

12 A. Onto the hydraulic manifold off the pump -- the
13 hydraulic pump on the engine.

14 Q. Okay.

15 A. The engine has a hydraulic pump that it's driving.

16 Q. Okay.

17 A. And it's got hydraulic connections that go to the fixed
18 hydraulic pump in the bilge system.

19 Q. Okay.

20 A. And it also has some quick disconnects, where you can
21 put this --

22 Q. That's why -- okay, you just answered my question.

23 A. -- totally portable one into it.

24 Q. So what you're saying is both of those bilge pumps were
25 capable of being operated at the same time.

1 A. Yes.

2 Q. Okay.

3 A. Yep.

4 Q. So question, going back to your survey, I think I
5 already know the answer, did you test either the electric bilge
6 pumps or the hydraulic pumps during your survey of *Bounty*, prior
7 to her leaving Boothbay?

8 A. No.

9 Q. No, okay.

10 BY UNIDENTIFIED SPEAKER:

11 Q. I'm going to follow up again on the same system.
12 Understanding the redundancies provided by the hydraulic pumps,
13 and then an independent hydraulic pump, what were your guidelines
14 for having a total dewatering capacity? Is there a Coast Guard
15 NAVIC, is there an ABS rule? I'm curious, you know, what are the
16 general guidelines, what do you follow?

17 A. I don't remember what I did. I don't think there's any
18 specific guidelines in Coast Guard rules for small passenger
19 vessels, which would -- even though she is not a small passenger
20 vessel, I use Coast Guard rules. And I don't believe there's
21 anything in ABS that tells me what size pump to use. Just -- I
22 guess I just selected a system that seemed like it was adequate.

23 Q. Did you assume a certain water ingress that comes from
24 another water guideline or for boats --

25 A. No.

1 Q. -- sailing vessels, wooden boats?

2 A. No, no.

3 Q. Okay. Let me ask you a question, back to the 2-inch, 4-
4 inch question, the fact that you had this plate on the bottom,
5 could it possibly have been adjusted then, so you'd be able to get
6 to the 2-inch bilge suction lines from there?

7 A. I'm not clear what you're asking.

8 Q. Okay. We talked before in regards to this pump, that
9 you had 4 inches basically on the suction and the discharge side.
10 But we clearly established that it's 2-inch piping --

11 A. Right.

12 Q. -- for the bilge manifold system.

13 A. Right.

14 Q. But you're telling me it was hooked up to the bilge
15 manifold system. I'm looking for a way that could be possible.
16 You said that this -- in this bottom plate, which attached to the
17 pipe, which brought it to -- you're saying that that's what
18 attaches to the bilge manifold system, correct?

19 A. Yes. Basically, the hydraulic pump has a strainer on
20 the bottom.

21 Q. Right.

22 A. That -- and so, to convert it into a pump that will work
23 on a bilge manifold system, it has this bowl that's put on the
24 bottom --

25 Q. Um-hum.

1 A. -- so that the bottom can be sucked in from a pipe.

2 Q. Okay. So that's what is the connection to the pipe?

3 A. Yes.

4 CDR CARROLL: Okay. So that would answer the question,
5 correct, Eric?

6 MR. STOLZENBERG: Yes, the best that we can.

7 BY CDR CARROLL:

8 Q. Okay. And you had no knowledge of a gasoline-powered
9 portable pump?

10 A. Other than the fact that I've heard that there was one
11 on board, I didn't look at that.

12 Q. Okay.

13 CDR CARROLL: Eric, do you have any follow-up questions
14 while I just look through some things? Mr. Jones?

15 MR. JONES: I have a couple, but I didn't -- unless you
16 want to stay on the subject --

17 CDR CARROLL: Go ahead, go ahead.

18 BY MR. JONES:

19 Q. Originally, when you had said the *Bounty* -- you did the
20 first survey, you were contacted by the owner.

21 A. Yes.

22 Q. Did you have a relationship with him before, or how did
23 he get your name and -- for you to conduct that survey?

24 A. I had a relationship with Robin Walbridge, the captain,
25 before that, and he's the one who contacted me --

1 Q. Okay.

2 A. -- for the owner.

3 Q. And that was just -- you're just friends from -- you
4 knew him through sailing, or --

5 A. No, actually, I think I first got to know him when we
6 were both volunteer skippers on a little schooner down in the Gulf
7 Coast, at a little maritime museum down there.

8 Q. And what year was that or what time frame about?

9 A. 1980s probably.

10 Q. Okay. So it was just -- when -- that's how Robert
11 Hansen, or Mr. Hansen, came to use you as the surveyor, through
12 Robin Walbridge?

13 A. Yes, yes.

14 Q. Okay. When you were here for the survey before the
15 vessel left, and it was in the water, were you aware of any change
16 in trim that the crew was trying to accomplish? We've been told,
17 you know, through our statements, that the crew, during the yard
18 period, moved ballast from the bow to the stern to affect a change
19 in trim.

20 A. Yeah, Robin had talked with me a little bit about the
21 idea that he wanted to try and get a little more draft aft and a
22 little less forward, and he was going to move a little bit of
23 ballast around. But as big a ship as she is, he couldn't change
24 very much.

25 Q. Did you hear if they accomplished the --

1 A. No.

2 Q. -- 6 inches they were trying to, or was any mention made
3 of it to you?

4 A. I don't -- I'm not aware of what they were able to
5 accomplish. She appeared to be in good trim when I saw her.

6 Q. And by good trim, you mean?

7 A. In a reasonable trim. She wasn't down by the bow.

8 Q. So even keel or down by the stern, is what --

9 A. Say it --

10 Q. Either even keel or down by the stern?

11 A. She had a little bit of drag to her keel, yeah.

12 Q. Okay.

13 A. Down a little bit by the stern.

14 Q. Have you ever sailed on the *Bounty*?

15 A. Yes.

16 Q. In what capacity?

17 A. As -- just as a volunteer.

18 Q. How often?

19 A. I've made a few trips on her over the years. I --

20 Q. Deep sea, in ports or harbors, or ocean transits?

21 A. I made a week-long trip back on her before Mr. Hansen
22 bought the boat. I guess I went -- we went from Miami maybe to
23 St. Pete for a week-long trip by the Dry Tortugas. I made a week-
24 long trip down the Erie Canal on her one time, back when the masts
25 were taken out. And I got to inspect all of that gear. And then

1 I've made a couple of day trips on her, I guess.

2 Q. When you last hear her in Boothbay, would you have any
3 reservations about sailing out on her, departing Boothbay?

4 A. No, no.

5 Q. How about when it sailed out of New London?

6 A. I wasn't there.

7 Q. With the condition the ship was in when it left
8 Boothbay, it was only a few days later, with the approaching
9 hurricane, you being the surveyor that had last attended the
10 vessel, would going out into the Atlantic with an approaching
11 hurricane give you any cause?

12 A. I would -- I think the ship was in very good condition
13 when she left here. I expect she was the same when she left New
14 London. And as far as going out into a hurricane, I'm not sure
15 I'd ever go out into a hurricane again. I've been through one
16 once, that was enough.

17 Q. When?

18 A. When?

19 Q. When?

20 A. Back in the early '60s when I was a cadet freighter.

21 Q. All right. Thanks, that's all I have.

22 BY CDR CARROLL:

23 Q. Just going back to the bilge system, to your knowledge,
24 can the fixed hydraulic pump, the two electric pumps, and the
25 portable hydraulic pump all be used simultaneously?

1 A. I think so. I'm not sure why you'd want to, but I think
2 there's certainly power enough on the vessel to power them.

3 Q. Let's say you were taking on a whole lot of water.

4 A. I'd put everything I could on it.

5 Q. Okay.

6 A. Yeah.

7 Q. And would that diminish the capacity of either of the
8 pumps, the hydraulic pumps coming off of the same main engine?

9 A. I think the hydraulic capacity to run the pumps, I
10 think, is adequate. Dumping it all into the same overboard, you
11 might diminish the capacity of the pumps.

12 Q. The 4-inch suction coming to a 2-inch line, which we've
13 talked about, looks like it was necessary to do that for the TP08
14 -- in fact, that's what it is. Would that diminish the overall
15 capacity of that pump, if it was an 800-per-gallon pump, coming --
16 going from 4-inch suction to the 2-inch line, would that diminish
17 the capacity?

18 A. Probably.

19 Q. Okay. And you were aware of that, when it went in?

20 A. I assume so, yeah.

21 Q. Okay.

22 A. It's been quite a while, I don't remember exactly.

23 Q. Okay.

24 A. Yeah. We tried to set up a system that had options, as
25 far as powering, and to be able to dewater the vessel.

1 Q. Okay. Now, for the portable -- and obviously, the
2 portable hydraulic pump -- which is a TP08, you said, as well,
3 correct?

4 A. They were identical pumps.

5 Q. Okay. That --

6 A. Except the portable one did not have the dish on the
7 bottom.

8 Q. Okay, and that was just where you would submerge it?

9 A. Yes, you just put it in the water, yeah.

10 Q. Okay. There is nothing depicted here about where that
11 would hook up.

12 A. That doesn't hook into the bilge system.

13 Q. Okay. So that -- but how would it -- where would the
14 overboard go to? Was it just simply a hose?

15 A. I think so, but I don't remember. I don't remember how
16 we did that. I would assume it was totally independent.

17 UNIDENTIFIED SPEAKER: So would it have its own through
18 hole possibly, or maybe you'd have to run a hose up through the
19 hatches and out to the main deck?

20 MR. WYMAN: It would be speculation on my part. I do
21 not remember. I see a lot of different boats, and it all kind of
22 runs together after a while.

23 BY CDR CARROLL:

24 Q. With your history of surveying *Bounty*, you say you've
25 been on *Bounty*. Have you sailed on *Bounty* within the last 5

1 years, since the last rebuild with the planking?

2 A. Yeah, I think I made a trip from Portland up to
3 Boothbay. Probably -- I think that was within -- that was
4 probably 3 or 4 years ago.

5 Q. Okay. How much water did she normally make?

6 A. Very little.

7 Q. Very little?

8 A. Yeah. You know, I'm thinking they'd pump the bilges for
9 a few minutes every watch, every 4 hours, but not a lot. She was
10 pretty tight.

11 Q. Is that normal for a wooden hull vessel to have to pump
12 the bilges every few hours?

13 A. Yes.

14 Q. For a few minutes?

15 A. Yes. I can tell you one of the things that I talked
16 with Robin about during the yard period was he had a small leak
17 somewhere down forward, and was -- we talked about various ways to
18 try and plug it up. And it was probably, you know, it wasn't
19 letting in a lot of water, but it was just pesky, and he was
20 trying to plug that up.

21 And I know that he got Joe, and I can't pronounce his
22 last name, but you may have -- to come down and look at it. And I
23 think he identified where he thought it was, and they were able to
24 put some kind of a plug in it. The amount of leakage was very
25 small. And just to illustrate that, I know when they originally

1 launched the boat after rebuilding the bottom, they were taking on
2 quite a bit of water, and tracked it down to one trunnel that
3 hadn't been put in. And when they put the trunnel in, then --

4 Q. So that one trunnel --

5 A. One trunnel, which is about an inch and a quarter in
6 diameter.

7 Q. And that would bring in a lot of water?

8 A. It was bringing in a lot more than normally came in.

9 Q. Okay.

10 A. Just to give you an idea of how much leakage she'd
11 typically have. She -- her bottom -- her whole hull was in very
12 good condition, and Robin kept her in very good condition.

13 Q. Okay. What about the deck, as far as weather-tight,
14 watertight?

15 A. The deck was in good condition. The deck had -- was not
16 replaced. It was in pretty good condition, but it had some soft
17 spots in it and so on. And what was done, and I've forgotten
18 exactly when this was, but it was probably in the -- when they did
19 the topsides, all of the bad places in the deck were replaced.

20 And then, there was an issue of trying to keep water out
21 of -- the caulking in the deck occasionally, you know, would leak
22 and so on. And so, what we ended up doing was putting a layer of
23 tar on the vessel, and then putting a layer of ice and water
24 shield on.

25 And then, putting down a layer of fir planks, three-

1 quarters of an inch thick, and 5 inches or so, to make -- to cover
2 all of that and hold it in place, and then secure it and make a
3 good walking surface, because the walking surface over the years
4 had gotten kind of rough.

5 That top deck was not a structural deck. The main
6 structural deck was fine, but it was just irregular.

7 Q. Is the main structural deck the tween deck?

8 A. No, the structural deck, the main deck, yeah, which is,
9 you know --

10 Q. The sheath deck, the new deck above the ice and water
11 coating was not structural?

12 A. Yes, yes, that was cosmetic, that was not structural.

13 Q. So after *Bounty* sailed from Boothbay, did you have any
14 communication with Mr. Walbridge?

15 A. I don't believe so.

16 Q. Did you have any communication with Tracie Simonin?

17 A. Not until the -- when she got in trouble.

18 Q. Okay. Why don't you -- let's talk about that. When did
19 you first get called?

20 A. Mr. Hansen called me Sunday night and said he had just
21 been talk -- just gotten a message from Robin that the ship was
22 taking on water. And --

23 Q. How do you receive a message from Robin?

24 A. Say again?

25 Q. How do you receive a message from Robin?

1 A. I think Mr. Hansen did.

2 Q. How did he receive a message from Robin?

3 A. Probably on a cell phone. I don't know, I don't know, I
4 don't know.

5 Q. All right. So Mr. Hansen called you?

6 A. He called me.

7 Q. Okay, on Sunday night, said he received a message from
8 Robin, okay. Go ahead.

9 A. And that the *Bounty* was in trouble, and that the Coast
10 Guard was getting underway, trying to help. And so, he and I
11 don't remember whether the Coast Guard folks who called me or
12 whether I returned their call or whatever, but I talked with them
13 at least once during the night. And I talked with Mr. Hansen a
14 number of times during the night.

15 Q. Okay. Let's talk about your interactions with Mr.
16 Hansen during the night. What was -- what were those discussions
17 about?

18 A. He was just asking me details that the Coast Guard
19 needed, because as far as the technical, you know, details about
20 how the ship's built and systems on her and so on, I probably know
21 better than he does.

22 Q. Okay. What type of technical details were needed?

23 A. That night is kind of a blur to me and I don't remember.
24 I answered all of the questions that were asked, but I don't
25 really remember what --

1 Q. Where were you when you got this call?

2 A. I was sound asleep in bed at home.

3 Q. Where's home again?

4 A. Castine, Maine.

5 Q. Okay. So Mr. Hansen was asking you for technical
6 details. At some point, you talked to the Coast Guard, you're not
7 sure if they called you or you called them.

8 A. Right.

9 Q. Do you remember the details of those conversations at
10 all?

11 A. They were just asking me a few questions and --

12 Q. Do you recall what those were regarding?

13 A. I don't, some details on the ship and I -- my memory
14 from that night is kind of blurry.

15 Q. You didn't go down to North Carolina, did you?

16 A. No.

17 Q. Okay.

18 A. No.

19 Q. Did you speak with any of the family members' families?

20 A. No.

21 Q. With some of the crew member's families, excuse me?

22 A. No.

23 Q. And this is the day after, did you speak with the
24 families of -- the family of Claudene Christian in any way?

25 A. No.

1 Q. After the vessel had sank, did you have any
2 conversations with Mr. Hansen or Tracie Simonin?

3 A. Yes.

4 Q. Okay. What were those regarding?

5 A. Those were regarding primarily the memorial service for
6 Robin and he'd asked me to go down for that.

7 Q. Did you have any discussions in regards to thoughts of
8 what happened on board the vessel?

9 A. Yeah, I think we did.

10 Q. Okay. What did those discussions entail?

11 A. From what I could understand, from the very limited
12 information that I was given by Mr. Hansen, that it appeared that
13 they were having trouble keeping the engines running, and this is
14 second or third-hand.

15 So -- and exactly why they were having trouble keeping
16 the engines running, it sounded like a fuel problem, that air was
17 getting into the fuel somehow, and that would shut down a diesel.
18 And because of that they were not able to keep the pumps running,
19 and not able to keep the pumps running, the more water that got in
20 then, the more water -- you know, more and more of the hull was
21 exposed so that more seepage could occur. And gradually, because
22 they were unable to pump, the -- what appeared to me to be a
23 relatively minor problem had the ultimate consequence.

24 Q. You talk about more of the hull is exposed to seepage,
25 what do you mean by that?

1 A. Well, as more of the seams go under -- as the hull gets
2 deeper in the water, and more of the seams get underwater, if
3 there are any small leaks in them, the water will come in. Also,
4 the deeper she gets, the more water is going to wash over the
5 deck, and the chance is you're going to get some water in from
6 there.

7 Q. Okay. So trouble keeping the engine running, possibly a
8 fuel problem, air getting into the fuel, that's what was expressed
9 to you.

10 A. That's --

11 Q. Now, was that from Mr. Hansen and Ms. Simonin or --

12 A. That was my impression, based on the information that he
13 was giving me.

14 Q. Now, was that days after or was that that night?

15 A. That was that night.

16 Q. All right. What about the days after?

17 A. That tended to confirm that --

18 Q. Okay.

19 A. -- from what I'd heard. But I didn't have any
20 definitive information that would tell me that, for sure.

21 Q. When you were in St. Petersburg, did you have any
22 discussions with the crew of the *Bounty* in regards to what
23 happened on their voyage, from New London to the time that they
24 sank?

25 A. A little bit. Most of them were kind of pretty broke

1 up, and I basically listened. I didn't try and question them too
2 much.

3 Q. Okay.

4 A. What was going on.

5 Q. Who did you speak with or who did you listen to?

6 A. (Coughs) Excuse me. I talked quite a bit with John,
7 who's the first mate. And I talked a little bit with Josh, and I
8 don't remember specifically who else I talked with, but I talked
9 with many of the crew.

10 Q. Did they enlighten you?

11 A. Not overly. They -- none of them really seem to
12 understand what had -- the specifics of why the -- they weren't
13 able to pump. And I didn't question that in detail, they were
14 pretty shaken up.

15 Q. So you had a personal and a professional relationship
16 with Captain Walbridge?

17 A. Yes.

18 Q. Okay. And I guess you could say you had a personal and
19 a professional relationship with the vessel?

20 A. Yes.

21 Q. Okay. On the night that it's sinking, the owner thinks
22 enough of you to call you and ask you for advice --

23 A. Yes.

24 Q. -- regarding technical assistance?

25 A. Yes.

1 Q. You haven't asked any of the crew members or have any
2 enlightenment of what happened with the vessel, in regards to
3 potential down flooding points, and that's what I'm trying to get
4 at. Where was -- ideas of where the vessel was leaking from, as
5 far as what was working, what was not working?

6 A. I can tell you what I think probably happened.

7 Q. Okay, but you tell me what you think, but again, have
8 you -- did you have any discussions with -- you haven't had any
9 discussions with the crew?

10 A. I've had discussions with the crew, but not to give me
11 any real good hard information.

12 Q. Okay, so what do you think?

13 A. My sense is, and I was not there, so I do not know, but
14 my sense is that they had trouble keeping the engines going. As a
15 result, they had trouble keeping the bilge pumps going, because
16 they relied on engine power, either generator or main engine. And
17 as the vessel took on more water, she became more vulnerable to
18 taking on more water. And once the water got up above the
19 engines, so that they would not -- could not be run, their fate
20 was sealed, and they just gradually took on more and more water,
21 and we eventually found it.

22 Q. What do you know about the fuel tank vents?

23 A. I don't have any specific information about the fuel
24 tank vents.

25 Q. I'm not sure if I have it here.

1 A. When I was looking at the vessel here, they were in the
2 process of putting the plumbing together, and I don't know that
3 they had the vents in.

4 Q. Prior -- in years prior, was it to a common vent system?

5 A. It may have been. I know the lines came up through the
6 trunk, just forward the engine room.

7 Q. Okay. And where did they go to?

8 A. I think they vented into the tween deck.

9 Q. The fuel tanks vented into the tween deck?

10 A. I think so, but I'm not positive of that.

11 Q. So any vapors coming from the fuel tanks would actually
12 go into the tween deck, or are you saying they would go to --

13 A. I don't know. I don't know.

14 Q. Okay.

15 A. And she certainly did not have any diesel smell in the
16 tween decks.

17 Q. In your mind, could a potential problem have been water
18 in the fuel?

19 A. Possible, but much less likely than air.

20 Q. Okay. Why would the fuel system have air in it?

21 A. There could have been a coupling in the fuel system that
22 wasn't quite tight, that -- with the vessel -- the vessel
23 obviously racked and moved around a lot. And it could have
24 loosened up a fitting just enough so that air could -- and with a
25 diesel engine, it takes very, very little air getting sucked into

1 the fuel system in order to cause it to stop. I've been involved
2 with a few diesels, which have had air problems, and it takes a
3 miniscule air leak to cause the air to bind up with air.

4 The air would have to get in, though, between the day
5 tank and the engines, because an air leak in the new plumbing,
6 which would've been prone to have a leak in it. But that would've
7 all been pumped from the tank into the day tank, so that would be
8 under pressure, so air wouldn't get in. If anything -- if there
9 were a leak, air -- fuel would get out. If the air were going to
10 get into the fuel system and harm the diesels, it would go in
11 after the day tank.

12 Q. And here's a good question, how would you transfer fuel
13 from the fuel tanks to the day tank?

14 A. There was both an electric and a hand transfer pump in
15 the fuel system.

16 BY UNIDENTIFIED SPEAKER:

17 Q. And to follow up on the fuel question quickly, in my
18 experience, you know, there's a usually a gravity head on the
19 fuel, going to an engine. And like you mentioned lastly, it's
20 typical to get air into that system via the engine. So how would
21 -- where's the -- where do you think the air was -- in this case,
22 is the fuel tank lower than the inlet injector --

23 A. Day tanks --

24 Q. -- and the (indiscernible) pump?

25 A. -- are in the upper part of the engine room, as opposed

1 to the lower part of the engine room. You know, if you look at
2 that picture, you can see where the tank is.

3 Q. Yeah, the inboard profiler.

4 A. The top of the tank is up, near the overhead, near the
5 tween top -- the tween deck, and the bottom's down, oh, halfway --
6 half the depth of the engine room, or maybe a little more. And
7 it's -- the tank is at the same level as the generators, because
8 the generators we put up high, so in case water got into the
9 engine room, they'd be up high, so they would not get affected.

10 Q. So is the inlet piping for the generator above the
11 bottom of the day tank vertically?

12 A. Close.

13 Q. Close.

14 A. Yeah, and --

15 Q. And how about for the mains?

16 A. For the mains, it would be -- the mains were lower down
17 than the day tanks. And -- but the diesel is sucking, and when it
18 sucks, it could, if there was a small leak in the plumbing some
19 place, could suck a little bit of air into the system.

20 Q. Enough of a vacuum there?

21 A. Just enough to stop it. Fuel is about the only thing
22 that will stop a diesel, once it's running.

23 BY MR. JONES:

24 Q. Did you -- I'll go. Did you meet the engineer that was
25 on board in Boothbay?

1 A. I may have. I don't really remember who was engineer at
2 that point.

3 Q. Okay. The system, I've sat here and listened to a lot
4 of knowledge able people trace these lines and talk about it,
5 should there be a license engineer on that vessel, with all of the
6 equipment and -- that you have done there to run it?

7 A. There's no Coast Guard requirement for a licensed
8 engineer on a vessel like this. You know, if she were an
9 inspected passenger vessel, there'd be no requirement for a
10 licensed engineer. She certainly needs an engineer who
11 understands the systems.

12 Q. And how long would it take to understand those systems?

13 A. That's a very individual thing.

14 Q. Okay, good answer.

15 A. But certainly, I think you'd want at least a few weeks
16 under somebody else's --

17 Q. And that's if everything's going good.

18 A. Yes, and you've got time to trace out systems and to get
19 educated on it.

20 MR. JONES: Go ahead.

21 BY UNIDENTIFIED SPEAKER:

22 Q. A follow-up to that, was there some sort of operations
23 manual that was provided to your knowledge, or were you -- ever
24 work on one for --

25 A. There was a crew manual, and I don't believe it had much

1 information on the engines. I think it was primarily on the sail
2 rig.

3 Q. So there was -- to your knowledge, there was not a
4 general operations manual for the engine space?

5 A. No, and I -- I'm aware that there was one, I really
6 haven't spent any time with it.

7 Q. Thank you.

8 A. But I don't think it had engine operations stuff in it,
9 but I don't know.

10 Q. Actually, I had another follow-up time. I have the
11 time, but I haven't seen the engine drawings or particulars, but
12 were these mechanical diesels or were they were electronically
13 controlled? The year being 2004 puts it on the cusp of what they
14 might have been.

15 A. I think they're mechanical.

16 Q. Okay.

17 A. I think so. Since I've been involved with her, she's
18 had three different engine systems in her. And --

19 Q. Do you have any knowledge of these engines giving the
20 vessel trouble?

21 A. No. I think these engines have run very reliably. The
22 previous engine system, they had a lot of trouble with and that's
23 why they put the new ones in.

24 Q. Okay.

25 CDR CARROLL: Mr. Langer?

1 BY MR. LANGER:

2 Q. Mr. Wyman, just one quick question. You say you had
3 several conversations with the owner during the evening that the
4 vessel was lost. Were those conversations with Ms. Simonin or
5 Mr. Hansen?

6 A. With Mr. Hansen.

7 Q. That's all I have.

8 BY UNIDENTIFIED SPEAKER:

9 Q. Did you -- I mean, you were friends with Captain
10 Walbridge. Did you have conversations with him, sort of
11 routinely, whether you were dealing with the boat or not?

12 A. Yes, yeah.

13 Q. And did you know what the scope of work was going to be
14 in Boothbay when she came here, this last time?

15 A. No.

16 Q. Did you know about the planking, that they changed some
17 planking?

18 A. No. Which planking was that?

19 Q. The -- there were two planks replaced when she was here
20 in September, October.

21 A. I was not aware of that.

22 Q. Did you -- when she came to Castine, before she came to
23 Boothbay, did you see anything about the planking that looked
24 damaged or disturbed you in any way?

25 A. She had some damage on her corner of her transom, and

1 that was going to get repaired when they came to Boothbay. But
2 that was just -- that was relatively minor. She'd come up against
3 the dock, I think, in Eastport.

4 Q. Did you know whether the owner was preparing to sell the
5 *Bounty*?

6 A. He had her offered for sale. And if he'd gotten the
7 right price, he would've sold, is what I understand.

8 Q. Do you know how long it'd been offered for sale?

9 A. Say again?

10 Q. Do you know how long it had been up for sale?

11 A. No, I don't.

12 Q. And also, when you were talking about the wood that was
13 used for the, I guess, a retopping back in the --

14 A. I'm not hearing you.

15 Q. Yeah, when you talked about the wood that was used in
16 the retopping back in '06 and '07 --

17 A. Yes.

18 Q. -- you said the yard selected the wood, but the yard
19 didn't decide what kind of wood to use, did it, or did it?

20 A. I'm sure that they had some input into it. The yard
21 made arrangements for the wood, but she was all basically built
22 out of oak, both planking and framing.

23 Q. Okay, that's all.

24 UNIDENTIFIED SPEAKER: Go.

25 BY MR. JONES:

1 Q. How many surveys did you do for the *Bounty*, for
2 Mr. Hansen?

3 A. The one that you've got the copy of there was the only
4 formal written survey that I did. But during the course of the
5 rebuild, I looked at the vessel regularly.

6 Q. Well, more formal, like when asked to by the owner to
7 conduct a survey.

8 A. That one that the Commander has.

9 MR. JONES: And that was dated, Commander?

10 CDR CARROLL: There is -- I have three surveys in my
11 possession.

12 MR. WYMAN: Oh, okay.

13 CDR CARROLL: I have the June 29th, 2007. I have the
14 March 8th through 10th, 2001, which was updated May 15th and 16th,
15 2001. And I have the most recent one page of notes from October
16 19th, 2012.

17 MR. JONES: And the 2007 one, why was that done, or you
18 were asked to survey?

19 MR. WYMAN: I was asked for a survey report, yes.

20 BY MR. JONES:

21 Q. And how much notice did you get before you were supposed
22 to attend the vessel, that they wanted to hire you for your
23 services to do a survey?

24 A. On the 2007, I was here every few weeks during the whole
25 process, and that went on for a year or more. And so, and as we

1 were getting close to the end, then I assume Mr. Hansen asked me
2 if I'd write up the survey for him.

3 Q. Okay. So it was an ongoing process?

4 A. It was an ongoing process, yeah. I was working as a
5 consultant, a technical consultant, through that whole rebuild.
6 And then, that survey is just a report on what was done.

7 Q. Okay. So was -- did this strike you as funny at all,
8 just that the timing that you were asked to conduct a survey, just
9 before the vessel was to get underway?

10 A. No.

11 Q. Have you done any other surveys for any other companies
12 before that come at a -- in a way of moment's notice?

13 A. Most times, when somebody calls me for a survey, it's
14 after it was due. And as long as I could get it done within 5
15 minutes, they'd be happy.

16 Q. Okay.

17 A. They -- people don't call a surveyor until the last
18 minute, typically.

19 Q. Okay. All right, thanks.

20 CDR CARROLL: Okay. I don't have any more questions for
21 you, Mr. Wyman.

22 Do you have any more questions anyone?

23 Okay, we'll conclude the interview at this time. Thank
24 you, sir.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: THE SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of David Wyman

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Valerie R. Baxter
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

* Docket No.: DCA-13-LM-003
*
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Interview of: JAMES JONES

Boothbay Harbor Shipyard
Boothbay, Maine

Thursday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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I N T E R V I E W

1
2 CDR CARROLL: This is Commander Kevin Carroll, in
3 Boothbay Harbor Shipyard. It's December 19th. It's approximately
4 1507. Conducting an investigation into the sinking of the vessel
5 tall ship *Bounty*. Interviewing --

6 MR. J. JONES: James Jones, J-o-n-e-s.

7 CDR CARROLL: Okay, present is?

8 MR. LANGER: Len Langer on behalf of HMS Bounty
9 Organization.

10 MR. DUBOIS: David Dubois, also on behalf of HMS Bounty
11 Association.

12 MR. KAPLAN: Michael Kaplan, attorney for the shipyard.

13 MR. KIPOURAS: Charlie Kipouras, Marine Inspector for
14 the Coast Guard.

15 MR. R. JONES: Rob Jones, NTSB Investigator.

16 MR. STOLZENBERG: Eric Stolzenberg, NTSB Engineering.

INTERVIEW OF JAMES JONES

17
18 BY CDR CARROLL:

19 Q. Okay, all right. Mr. Jones, thank you for being here.
20 Just want to get a idea of what your background is. Do you have
21 any -- an example, how long you've worked here, any professional
22 credentials you have, Merchant Mariner's Licenses, if you're an
23 accredited surveyor, things such as that.

24 A. Okay, I've worked on wooden boats most of my life. I've
25 been here at the shipyard since 2005. Before that I worked -- my

1 father had a small boat shop in East Boothbay so pretty much grew
2 up in that, repairing and building boats, mostly small boats, up
3 to 40 feet. So went to a trade school to do some machine tool
4 education.

5 Q. Okay.

6 A. Worked at Paul Luke Shipyard in East Boothbay for a
7 time, for like 2 years before -- after I got out of school, trade
8 school, in the machine shop. So basically been working on boats
9 most of my life.

10 Q. Okay, are you an accredited marine surveyor?

11 A. No, I'm not.

12 Q. Okay. So can you briefly describe to me, for this past
13 yard period, when *Bounty* was here, in September and October of
14 2012, can you let me know what your interaction with the vessel
15 was?

16 A. As far as the work I did on the vessel? I was involved
17 in replacing two planks, one port and one starboard side under the
18 channels. I think one was the -- the portside was on the foremast
19 and the starboard plank would've been mid-ship on the -- believe
20 that would be the main.

21 Q. Okay.

22 A. Involved for maybe a day helping out with the watertight
23 bulkhead.

24 Q. Doing what?

25 A. Just helping to install, fasten cleats to the ceiling on

1 the portside. And started fitting some of the plywood to that. A
2 little bit of the framing ahead of the tank for the, you know, for
3 that bulkhead. And some of the -- and transom repair on the
4 portside, port transom.

5 Q. Okay, in regards to the replacement of the two planks,
6 were you working on that project with anybody?

7 A. Yes, James Knightly, who I believe would be the one you
8 have left to interview. And Mark -- I'm not sure his last name,
9 but one of the *Bounty's* crew, was working along with us.

10 Q. Is that Mark?

11 A. Mark, yes.

12 Q. Mark, okay.

13 A. M-a-r-k. Probably sound like Mack, right? Sorry about
14 that.

15 Q. That's all right.

16 A. My brother's name is Mark too, so, you got a brother
17 named Mack?

18 Q. Okay, who from the yard was supervising the project?

19 A. Todd Kosakowski, who was, you know, working with us, at
20 least as -- to the point of seeing everything that we were seeing
21 and so forth.

22 Q. So Mark from the *Bounty* crew was working on the plank
23 replacement?

24 A. Yes.

25 Q. Okay.

1 A. He -- Captain Oliver (ph.) wanted him to work with us
2 just to get educated as much as he could --

3 Q. Okay.

4 A. -- while he was here at the yard.

5 Q. The two planks that were being replaced, what were the
6 conditions of the planks?

7 A. The planks were not in very good shape. You could see
8 that they had started to deteriorate. It was a fir planking that
9 was installed in 2006 and '7, I believe, ready (ph.).

10 Q. Were you here during that project?

11 A. Yes, I was.

12 Q. Okay, can you be a little bit more descriptive than not
13 in good shape? What did you see?

14 A. Well, they had started to rot, they were in a spot
15 perhaps where the moisture would lay under the channels maybe and
16 start to work on them maybe that way. But they had definitely
17 started to deteriorate.

18 Q. Visually, what would you say would be an outward
19 indication of rot?

20 A. You mean just by looking or -- I think they were checked
21 probably pretty well, you know, and then that'd be something you'd
22 see and maybe get a knife and start poking and that's what, you
23 know, that's what we found.

24 Q. And these planks were checked?

25 A. I believe they were, I mean, there was visual signs of,

1 you know, maybe paint had cracked and you know, you could see that
2 there was probably problems going on in there.

3 Q. Were these the only two planks that you saw that had
4 these indications of rot?

5 A. I didn't really look at the boat too closely. We found
6 on the port transom repair, we found that those planks were also
7 in pretty poor shape. I did not try to survey the boat by any
8 means, to hunt for problems.

9 Q. Okay, when the planking was removed, what was the
10 condition of the frames underneath?

11 A. The frames had also started to deteriorate.

12 Q. All right, so in regards to the frames deteriorating and
13 the planking deteriorating and that you were here in 2006, 2007,
14 was -- were these in the area that had been replaced?

15 A. They were all new in 2006 and '7.

16 Q. Okay, in your experience since you've been working with
17 wood boats, you said, since '95 --

18 A. Well --

19 Q. -- or since -- most of your life?

20 A. Yeah, before that.

21 Q. Okay. Would you find that would be unusual to have?

22 A. I did actually think that that was unusual to be that,
23 well, rotted really, but I felt as though it could've been
24 problems with ventilation and also, black paint I think. And in
25 the tropics, it really works. I believe it's hard on a -- on

1 wooden structure like that. I'm not saying that's the cause, it's
2 just maybe an opinion that I --

3 Q. Okay, did you have any -- did you communicate your
4 concerns or the condition of the vessel to anybody within the
5 shipyard?

6 A. Oh, yes.

7 Q. Okay. Who?

8 A. Well, Todd.

9 Q. And what about with the vessel?

10 A. Would the -- you mean any personnel on the vessel?

11 Q. Yes.

12 A. I'm sorry, I don't -- I didn't understand the question.

13 Q. Well, did you communicate what you had found with the
14 planking and the framing to anybody on board the vessel? You
15 said, Mark was there?

16 A. Yes. Robin saw everything that we were seeing. I
17 believe Laura, I don't know her last name, I think she's the bosun
18 or -- she was always informed of what we were finding also.

19 Q. Did they make any comments to you in regards to --

20 A. It's things that probably they would -- looking at this
21 as if it would be something that would have to be addressed at a
22 later date. You know, put things back together as good as we can
23 on this yard period, and then they would try to address this later
24 on.

25 Q. In your opinion, was this something that should've been

1 addressed at a later date, or was this something to address now?

2 A. Well, again, I didn't go inside and start poking at
3 frames and things like that. I mean, you could see that this work
4 was not too far down the road. It probably should be addressed.
5 I guess you'd have to feel that it would've been okay to take them
6 where they were going in the next year or so. Certainly, they
7 were in a place that they -- as we probably would all agree, they
8 maybe shouldn't have been when -- but --

9 Q. In regards to the storm?

10 A. Yeah.

11 Q. I think that was my water.

12 A. That's what I -- yeah.

13 Q. Okay. So the plank was removed. What was about the
14 length of the plank?

15 A. I'm trying to think, we -- on the portside, I think it
16 was a little bit longer and I think we butted that plank, so I
17 think it was a total of around 30 feet of plank. Starboard side,
18 it was a little bit less than that, maybe 24, I'm guessing a
19 little bit here, but I'm going to say maybe 24 feet of plank.

20 Q. Were the areas of the frame -- obviously the oil
21 planking was removed, was the area of the frame treated in any
22 way? In other words, you said that the frame had indications of
23 rot?

24 A. Yes.

25 Q. How was it treated?

1 A. Did -- in other words, did we put something on it before
2 we put a new plank back over it? They put a white primer or gray
3 primer paint, I believe, on all the bare wood that they could get
4 to.

5 Q. Who?

6 A. Before we put the plank. The crew and maybe it was Mark
7 that did that when we were probably cutting the new plank, he was
8 putting a primer paint.

9 Q. Was the rotted sections, were they removed?

10 A. Rotted sections of the frames?

11 Q. Frames.

12 A. There were a couple of frames that we did remove the
13 outer inch or inch-and-a-half maybe and set a new piece of oak in
14 that. In other words, we --

15 Q. Like a Dutchman?

16 A. Yeah, you could call it a Dutchman, I guess. Again,
17 this is what -- we were requested to do that. I don't know that I
18 would call it a fix, but it was something that we were asked to
19 do.

20 Q. So the rotted portions of the frame were removed. And
21 you were asked by the vessel, who on the vessel?

22 A. Robin.

23 Q. So to bring back some structure to it, you take another
24 piece of oak and lay in to it?

25 A. Yes.

1 Q. Okay.

2 A. I mean --

3 Q. How is that attached?

4 A. It was going to get trunneled and spiked through anyway,
5 so I think we just attached it, maybe with a couple of screws to
6 hold it in place until the plank was fastened. And I believe we
7 did that on three frames on the portside, maybe the three after
8 frames on that portside repair.

9 Q. Okay, did you do any of the starboard in that fashion?

10 A. No.

11 Q. In your mind, was the white primer paint on the frame
12 that had rotted it, was that a good temporary solution?

13 A. In my opinion, it probably didn't do anything.

14 Q. What are possible ways that you could've addressed the
15 problem with the rot that you observed?

16 A. With only one plank off the boat, I don't think we
17 could've done much more than what we did.

18 Q. Okay, so do you know --

19 A. It's --

20 Q. -- why more planks weren't taken off the boat?

21 A. Again, I don't know that anybody was trying to find more
22 problems. I mean, I think to replace -- or to repair those frames
23 properly, you might be talking replacement. And you can't just --
24 you know, you got to take -- you'd have to unplank the whole side
25 of the boat to properly repair, you know, to replace a frame.

1 Each frame consists of two futtocks, and the futtocks are
2 staggered in length so that they're not all joined in the same
3 place, so -- the boat's also sealed on the inside so you can't
4 really do anything from the inside.

5 Q. But once brought to the attention of the (indiscernible)
6 representative, Captain Walbridge, at no point did he say, okay,
7 we need to expand, we've located rot. And how much space would
8 you have to view those frames with the plank removed?

9 A. Well, the plank was around 8 inches wide, so that's your
10 window.

11 Q. Okay.

12 A. And just to -- you know, and the 24 to 30 feet of length
13 that we actually took off.

14 Q. How thick?

15 A. The planking?

16 Q. Um-hum.

17 A. Three-inch.

18 Q. Okay, so it was a relatively small window and you just
19 had those areas really, what it comes to at 8 inches, could you go
20 -- I guess you'd go up, but did you use like mirrors or anything
21 to --

22 A. I don't recall that we used a mirror. I mean you could
23 feel, you could reach up in maybe and determine that maybe that --
24 you know, obviously it wasn't just rotten where we took that plank
25 off. I think the rot had spread a little bit. But again, we

1 didn't -- I don't know that we tried to, you know, to determine
2 how far it had gone.

3 Q. But as far as you know, you made no recommendation to
4 the captain that look, I need -- you need to run this to ground?
5 Or did you?

6 A. I don't know that I remember a one-on-one conversation
7 where I told him that. I think that it was evident that something
8 should be done at some point. And I think, you know, he knew
9 that.

10 Q. Okay. Did you express any concerns to Todd or anyone
11 else in the shipyard that look, you know, why aren't we doing more
12 with this?

13 A. Well, I think again, we all knew. I don't think that --
14 I think we were -- we did what we were asked to do as far as the
15 shipyard, I believe, you know, Robin wanted to get the plank back
16 on there and be done with it.

17 Q. Okay. Did you notice any areas of concern when you were
18 involved with the replacement of the watertight bulkhead by the
19 tank room?

20 A. We lagged cleats into the ceiling on the inside, as I
21 recall most of those lags seemed to take pretty good. I think
22 when we were -- we also lagged cleats into a deck beam in the
23 overhead, to expand the vessel and foreship. As I recall, some of
24 those maybe didn't seem to be taking great, but I think for the
25 most part, they all grabbed on.

1 Q. (Indiscernible) just on the deck beam, so in other
2 words, to secure the bulkhead?

3 A. Um-hum. Um-hum. Um-hum.

4 Q. Okay. But nothing that would bring you concern?

5 A. I don't know, I mean to call that a watertight bulkhead,
6 I'm -- I don't know that that's the way you would -- and if you
7 were building a boat new, that's not how you would install it.

8 Q. Right.

9 A. It was -- it's a partition in the boat, if you want to
10 call it watertight, then you can, I guess, but -- you know, again,
11 I don't -- it's not the way it would've been installed building a
12 boat new, but --

13 Q. Okay, how would it be done in a boat new?

14 A. Well, on a boat this size, to be honest with you, I
15 haven't built a boat this size new.

16 Q. Okay.

17 A. On a smaller boat, maybe a plywood partition would at
18 least go up alongside the beam and be fastened that way. It might
19 be fastened into a -- into the frames instead of on top of the
20 ceiling that's already covering the frames.

21 Q. Okay.

22 A. It was basically cleats screwed or lagged into the
23 ceiling and into the deck beam, and then the plywood fastened to
24 that. And sealant was applied on the edge of the plywood.

25 Q. What type of sealant?

1 A. Tell you the truth, I can't remember off the top of my
2 hand. It was some kind of a construction-type sealant that would
3 form kind of a rubber gasket probably when it was dried. I mean,
4 it wasn't a 5200 or a Sealoflex (ph.) or something. I honestly
5 can't remember what kind it was, but it was something applied with
6 a tube and a squeeze, you know, a squeeze gun.

7 Q. Okay. Back on the transom, you said there was a repair
8 that was being made as well.

9 A. Um-hum. Um-hum.

10 Q. And you noticed areas of rot in there too.

11 A. Yes.

12 Q. What did you see, like how much of an area was exposed?

13 A. We exposed a bit more in the -- from the -- I'm trying
14 to think if that was under the wheel strake or if it went all the
15 way to the sheer. I think we went all the way to the sheer. Some
16 of the framing inside and had started to rot. The planks in that
17 location were rotted and we wanted to at least extend the planks
18 from the transom all the way to the -- I think it's the gallery,
19 it's the window kind of in the back. Robin didn't want to do
20 that, he wanted to do that the next yard period, so we put a -- we
21 sawed the planks off, put a cleat in there and put new planks to
22 that, in a very small space. It's not -- certainly not a good
23 repair. And he wouldn't let us go to the gallery with that
24 repair.

25 Q. For the planking, you wanted to go to the gallery, but

1 you said you did it in a small area --

2 A. Um-hum.

3 Q. -- in way of what, the --

4 A. You mean fore and aft of --

5 Q. Right.

6 A. -- how far did we repair each one of these planks?

7 Q. Um-hum.

8 A. Two feet maybe. I think it was probably at least 7,
9 maybe 6 to 7, maybe 8 feet to all the way to the gallery.

10 Q. Were you involved in the plumbing, the piping at all --

11 A. No.

12 Q. -- for the -- okay.

13 A. No.

14 CDR CARROLL: Captain Jones, do you have any questions?

15 BY MR. R. JONES:

16 Q. You said when you pulled those planks and saw that rot,
17 do you think you would've seen more rot if you kept pulling
18 planks?

19 A. It wouldn't have surprised me if we had.

20 Q. The rot that you did see and the -- back on the transom
21 and the planks, in your opinion, does that affect the structural
22 integrity of the vessel?

23 A. Well, it was planking, it's planking, which keeps the
24 water out. The frames showed some rot back there as well. We --
25 as I recall, we cut -- there's a main, like a fashion piece maybe

1 you'd call it, that's part of the main structure of the transom,
2 where the side planking is attached to that as well as some of the
3 stern plank become the transom plank that comes across. And I
4 believe we cut a little bit of that out and set a new piece in
5 there. Dutch -- put it, like a Dutchman on that.

6 Q. Okay, what's a Dutchman?

7 A. Well it's --

8 Q. And if it's too long an explanation, I can wait.

9 CDR CARROLL: It's a filler piece.

10 MR. J. JONES: It's --

11 CDR CARROLL: If you have a piece of wood that you need
12 to put it in -- it's a small piece. It's not desirable because
13 it's short, it's not really structural, but fine. I'm sorry,
14 (indiscernible).

15 A. Well, it takes the place of some rotten wood. You'd cut
16 that out and set a new piece of wood in there.

17 Q. Okay. All right. Do you --

18 A. It's --

19 Q. Oh, go ahead.

20 A. No, I mean, it's certainly not the repair that would,
21 you know --

22 Q. A long term?

23 A. Yeah, long term, but --

24 Q. And with this rot you saw, you -- and the repairs you
25 made, I think you had mentioned that the fix should be not too far

1 down the road if I was -- if I got your words right, but then you
2 said a year or so?

3 A. Well, I think Robin talked about possibly coming back in
4 a year.

5 Q. You think the problem could wait that long?

6 A. I think it would -- probably if the boat -- I don't
7 think the boat was going to fall apart tomorrow --

8 Q. Yeah.

9 A. -- given normal circumstances.

10 Q. Okay, you had mentioned that --

11 A. And I think there was still integrity in the boat. You
12 know, it's not like the sides were going to fall off it, but --

13 Q. Okay.

14 A. -- there were problems starting to get to a point where
15 they needed to be addressed, I would say.

16 Q. Okay. You had said before that the moisture and stuff
17 between the black paint, the warm weather of the tropics, is that
18 -- how do you know that? It -- you see that --

19 A. I think it's kind of a -- the black paint attracts the
20 heat from the sun and just bakes the wood.

21 Q. Is this like general knowledge accepted in wood boats?

22 A. I believe it probably is, but --

23 Q. Is this something you've read or something you've seen?

24 A. Well, I've seen it, I mean I think that's an example.

25 We've had a couple other boats here that I think they would

1 (indiscernible).

2 Q. Black old boats that were mainly in the tropics?

3 A. Well, even -- not even tropics, Friendship of Salem is
4 one boat that comes to mind. She's black and she had problems, I
5 think were caused from condensation from all the heat. It's not,
6 you know, the black guarding the heat --

7 Q. Okay.

8 A. -- causing condensation.

9 Q. Have you ever worked down in the southern latitudes?

10 A. Never have.

11 Q. Okay.

12 A. Nope.

13 Q. That's why I was wondering why.

14 A. Yeah.

15 Q. So it's them coming up here to --

16 A. Well, it --

17 Q. From your knowledge?

18 A. It doesn't even have to be the tropics, but I think
19 that's just that much worse, but Friendship of Salem stays in
20 Massachusetts, but --

21 Q. Okay, dark color?

22 A. Basically, but --

23 Q. (Indiscernible)? Okay.

24 A. But --

25 MR. R. JONES: All right. Thank you, sir. That's all I

1 have right now.

2 MR. J. JONES: Um-hum. You're welcome.

3 BY MR. STOLZENBERG:

4 Q. I just had a quick question, sir. Any photos of the
5 work you're doing on the transom or the planking?

6 A. I didn't take any. Todd may have. I'm not sure. I
7 think he may have.

8 Q. All right. And second question, along the lines of what
9 Captain Jones was saying. If the planking begins to get punky or
10 rotted, aside from its structural integrity, does that affect the
11 ability of the caulking to maintain watertight integrity?

12 A. I would think that it could if the planks are starting
13 to soften up a little bit, then, you know, they may not hold the
14 caulk in as well as obviously they would if it was a new plank or
15 a plank in good shape. So --

16 Q. And along the same line, what was your opinion of the
17 caulking job on the vessel and the sealant on top of that when it
18 left?

19 A. Most of the caulking was done by the crew of the *Bounty*.
20 It didn't look to me like they were driving the cotton very hard,
21 some of the young ladies were doing some of that work. And I
22 don't think they were driving the cotton like it should've been
23 and the oakum they way it probably should've been, but -- I mean,
24 they were all up there working on that quite a bit, doing quite a
25 lot of that stuff themselves, so --

1 Q. (Indiscernible).

2 A. I'm not sure whose direction they were under, but --

3 BY CDR CARROLL:

4 Q. I have a question regarding the caulking. Did the
5 *Bounty*, did they use any lead patches on the hull?

6 A. Not that I recall seeing any.

7 Q. Why would you use a lead patch on the hull?

8 A. I think they may, is there a -- there may have been
9 existing lead patches over some bolts in the engine room area, but
10 I think they were there.

11 Q. Why would you use a lead patch?

12 A. Sometimes you can -- if you have an exposed bolt of
13 something, you can put a lead patch over it and it will just help
14 to keep water out. It's not something that you'd recommend
15 putting over a seam or something that could get torn off quite
16 easily. I mean, it's been done many times.

17 Q. Right.

18 A. People have used lead patches, but --

19 Q. Okay.

20 BY MR. STOLZENBERG:

21 Q. Lastly, is there any indication that the rot you were
22 finding, I think on the fir planking, that it was also on the oak
23 planking?

24 A. The oak planking, and again, I didn't go looking, but I
25 believe the oak planking was in pretty good shape. I think the

1 fir was -- I don't, again, I don't know. I didn't go looking, but
2 I --

3 Q. That's okay. Tell me what you know and then --

4 A. I don't -- I can't imagine maybe that after what we
5 found on the transom planking, near the transom there on the
6 portside, there were probably other problems with more of the
7 planking.

8 Q. Was that fir planking?

9 A. With the fir planking. Yes.

10 Q. And the transom was fir as well?

11 A. Yes, yes. No, it wasn't the transom planking. It was
12 this -- it was the portside planking that went back to the
13 transom.

14 MR. STOLZENBERG: Okay, thank you.

15 UNIDENTIFIED SPEAKER: I have nothing.

16 CDR CARROLL: Okay, thank you very much.

17 MR. J. JONES: Okay.

18 CDR CARROLL: Appreciate your time.

19 MR. J. JONES: No problem.

20 CDR CARROLL: This concludes the interview.

21 (Whereupon, the interview was concluded.)
22
23
24
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: THE SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of James Jones

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Katie Leach
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: JAMES KNIGHTLY

Boothbay Harbor Shipyard
Boothbay, Maine

Wednesday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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(Counsel on behalf of the shipyard)

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I N T E R V I E W

(3:43 p.m.)

1
2
3 CDR CARROLL: All right. This is Commander Kevin
4 Carroll. This is Boothbay Harbor Shipyard, December 19th about
5 1543, conducting interviews in regards to the sinking of the tall
6 ship *Bounty*. Am interviewing --

7 MR. KNIGHTLY: James Knightly. K-n-i-g-h-t-l-y.

8 CDR CARROLL: Present is --

9 MR. LANGER: Leonard Langer on behalf of HMS Bounty
10 Organization.

11 MR. DUBOIS: David Dubois, also on behalf of HMS Bounty
12 Organization.

13 MR. KAPLAN: Michael Kaplan, attorney for the yard.

14 MR. KIPOURAS: Charlie Kipouras, Coast Guard Marine
15 Inspector.

16 MR. JONES: Rob Jones, Investigator of the National
17 Transportation Safety Board.

18 MR. STOLZENBERG: Eric Stolzenberg, Engineering,
19 National Transportation Safety Board.

INTERVIEW OF JAMES KNIGHTLY

20
21 BY CDR CARROLL:

22 Q. Okay, all right, Mr. Knightly, I want to get a little
23 bit of background on you about how long you've worked here at the
24 shipyard, any professional credentials you may have, Merchant
25 Mariner's license, if you're a accredited surveyor, if you've

1 attended any trade schools, basically, you know, what experience
2 level you have, so --

3 A. Okay.

4 Q. Please go ahead.

5 A. I've been at the yard about 2 years. Basically, I'm
6 here as a laborer. All my experience has been on the job working
7 under shipwrights and stuff, so just no actual --

8 Q. Okay, and what did you do on board *Bounty* when she was
9 here in September and October?

10 A. I worked with Jim Jones, we replaced some hull planking.
11 And we refastened the new cabin top over the galley that they put
12 on. Did a little bit of work in the stern, port quarter, where
13 there had been some damage, where he'd run into a dock. And help
14 put some of the soft patch back together where they had the -- had
15 it out to put the new tanks and stuff in.

16 Q. Soft patch?

17 A. Yeah, just the patch that's made to come up out of the
18 floor. It's made to be removable. Then you can put it back down
19 in, but the old one was in pretty rough shape, so we just took it
20 out and built a new one.

21 Q. What's your experience with wooden hull vessels?

22 A. That's mostly -- I've been doing it for about 7 years.
23 When I started I really didn't have any experience. I started
24 right at the bottom as a laborer and just worked under
25 shipwrights, so I mean I've built a little bit of experience,

1 definitely nothing that I'd be working on my own, doing anything
2 serious. I'm always with somebody else, so --

3 Q. Okay, where did you work prior to Boothbay?

4 A. I've worked here -- I worked here about 6 years ago for
5 about a year, and then I worked at Back Narrows Boatyard, kind of
6 a traveling subcontractor.

7 Q. Okay. Okay, let's -- in regards to -- actually, let me
8 go to the cabin top first. The cabin top over the galley, I'm
9 going to show you the one drawing, inboard profile of the *Bounty*,
10 where on here do you see the cabin top over the galley that was
11 replaced?

12 A. It's actually this one, but I think -- it had been
13 raised and they changed it around a little bit. They had said --
14 they had taken it off, I don't know, sometime prior before it got
15 to the yard and sent it to somewhere and had it raised and refit.
16 And we just brought it back, did a little bit of repair on the
17 (indiscernible) around it and put it back on.

18 Q. Okay.

19 A. And so it had actually -- it had gone higher because
20 they had changed the entryway into it a little bit.

21 Q. This is over the engine room.

22 A. Well, I'm looking at -- I guess it's this one right
23 here, I'm sorry, I'm looking at it backwards. It's this forward
24 one, the large forward one would be over the galley.

25 Q. Okay.

1 A. Yeah, it's that one.

2 Q. Now did they remove that to put the fuel tanks in?

3 A. Well, they came out through there, but they had already
4 had that off before it had been to the yard and they had just had
5 it covered with some temporary covering at some point. And then
6 it had got -- it had actually had been fixed and was brought here
7 while the ship was here. And we just put it back on.

8 Q. Okay, what type of covering was over it when it got
9 here?

10 A. I think it was just framed out with (indiscernible) and
11 it might have had some plywood in it, tarp over the top -- like
12 sheeted with plywood and then they covered it with a tarp
13 possibly, just -- I think is what it had on it to keep it
14 watertight.

15 Q. Okay.

16 A. So I don't think it had been off very long, but we
17 definitely didn't take it off here.

18 Q. Okay. While working on that project, did you notice
19 anything regards to the connection of that cabin top to the deck,
20 that would give you any concern, in your experience?

21 A. We replaced one corner of it that had had some rot into
22 it and we cut it out and re-jointed it and refastened it back
23 down, would've been the starboard aft corner of it we replaced.

24 Q. Okay, anything else in regards to that specific cabin
25 top that gave you any concern?

1 A. No, the rest of it was in pretty decent shapes and
2 obviously the top of it was relatively new, I mean they had done a
3 bunch of work to it. So I mean, it was new condition.

4 Q. Okay, in regards to the planks that were replaced, the
5 ones you were working on with Jim Jones, did you have any concerns
6 with the condition of the planking or the framing?

7 A. The planking was all -- I mean, something that was in --
8 I wouldn't say it was in horrible shape, but it was all something
9 that was going to need to be addressed in the immediate future,
10 which was all brought to the captain's attention and he was
11 planning on doing as much work as he could, like every hull out
12 and trying to get them fixed. So and everything we put back, it
13 was fir planking and we replaced three I think and we put back
14 with oak. So I think that was going to be the new plan.

15 Q. How many planks were replaced?

16 A. I'm pretty sure it was three. It was either two or
17 three, I can't remember exactly.

18 Q. Okay. The area of the cabin top with the rot and the
19 condition of the planks, did -- was that brought to the attention
20 of yard management at all?

21 A. Yeah, I think Todd had seen it. He saw pretty much
22 everything that was going on, so --

23 Q. When the planks went back on, how were they fastened to
24 the frames?

25 A. Two through trunnels, a blind trunnel and one spike, I

1 believe. Where, I mean -- it -- some of them -- I mean, there was
2 a couple that maybe one of the through trunnels would've
3 (indiscernible) turned into a blind trunnel if you hit something,
4 if you hit stealers, an old fastener in there, but for the most
5 part, that's how it was put back on.

6 Q. Okay. Who was in charge of the project for the yard?

7 A. Todd.

8 Q. Okay, and who was the primary rep for the vessel?

9 A. Robin, I'm not sure of his last name.

10 Q. Okay, how did they get along?

11 A. Well, I mean they've had a good relationship. That --
12 the boat's been here with Robin as captain quite a bit, so I mean
13 we've done a lot of work to that boat in this yard.

14 Q. Okay, did you -- were you privy to any disagreements
15 they may have had about quality of the work or differences of
16 opinion on how to address a specific issue?

17 A. Not that I'm aware of, but a lot of that was probably
18 talked to somewhere different -- it was talked over somewhere
19 different, so --

20 CDR CARROLL: Okay, Captain Jones?

21 MR. JONES: No, I don't have anything right now.

22 CDR CARROLL: Okay.

23 UNIDENTIFIED SPEAKER: I don't have anything.

24 CDR CARROLL: Mr. Langer?

25 BY MR. LANGER:

1 Q. Two quick questions. Mr. Knightly, how were the
2 trunnels, the spiked trunnels spiked? With what?

3 A. The trunnels, the blind one you put the -- you'll put a
4 wedge in it before you drill the hole to a certain depth, so you
5 know how far it is in, how long your trunnel is going to be. You
6 drive it until the wedge starts coming up and then you split the
7 other end and drive the wedge in until it comes flush. And the
8 through trunnels, you'll drive it through, you'll drive your wedge
9 in until it comes back out. You'll cut it off, split it, and then
10 drive the wedge tight.

11 Q. Was the -- were you spiking the trunnels with anything?

12 A. No, the wedges is what holds the trunnels and then they
13 swell as they get wet.

14 Q. So no nails in the trunnels at all?

15 A. Nope.

16 Q. The other question was prior to the testimony you're
17 giving here today, did you meet with either Mr. Kosakowski or
18 Mr. Jones to discuss the issues you thought would be brought up
19 today?

20 A. Nope.

21 Q. Did you meet with anybody on behalf of the yard to
22 discuss your testimony here today?

23 A. No, I mean, we just had a brief meeting altogether this
24 morning letting us know that you guys were coming in. And met
25 with the lawyer. I mean, it was just a quick thing to say that

1 everybody is coming in today and that you're going to have to give
2 a testimony, that was it.

3 Q. But no discussion regarding the substance of your
4 testimony?

5 A. Nope.

6 MR. LANGER: Okay, I have nothing else. Thank you.

7 MR. KNIGHTLY: Sure.

8 CDR CARROLL: Okay, thank you very much, Mr. Knightly.

9 MR. KNIGHTLY: Yep, you're welcome.

10 CDR CARROLL: We're done. This concludes the interview.

11 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 NEAR CAPE HATTERAS, NORTH CAROLINA
 Interview of James Knightly

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Katie Leach
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: ERIC GRAVES

Part 2 of 2

Boothbay Harbor Shipyard
Boothbay, Maine

Wednesday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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CHARLES KIPOURAS, Marine Inspector
U.S. Coast Guard

LEONARD W. LANGER
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DAVID DUBOIS
Dubois Naval Architects
(On behalf of the HMS Bounty Organization)

MICHAEL KAPLAN, Esq.
(Counsel on behalf of the shipyard)

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I N T E R V I E W

(3:55 p.m.)

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3 CDR CARROLL: Okay. This is Commander Kevin Carroll
4 once again interviewing Eric Graves. Mr. Graves. And --

5 MR. GRAVES: Eric Graves from the shipyard.

6 CDR CARROLL: And present here is, go ahead, Mr. Langer.

7 MR. LANGER: Len Langer on behalf of HMS Bounty
8 Organization.

9 MR. DUBOIS: Dave Dubois also on behalf of HMS Bounty.

10 MR. KAPLAN: Michael Kaplan for the shipyard.

11 MR. KIPOURAS: Charlie Kipouras, Marine Inspector for
12 the Coast Guard.

13 MR. JONES: Rob Jones, NTSB investigator.

14 MR. STOLZENBERG: Eric Stolzenberg, NTSB.

15 CDR CARROLL: Okay. This is the second interview
16 conducted on December 19th at Boothbay Harbor Shipyard. The time
17 is now about 1555.

INTERVIEW OF ERIC GRAVES

18
19 BY CDR CARROLL:

20 Q. All right, Mr. Graves, during the interviews that we've
21 had today, specifically with Todd, Mr. Knightly and Mr. Jones, it
22 was discussed that there were areas of rot discovered on *Bounty* in
23 way of the frames where -- and the planking that was removed of
24 the port and starboard side and also on the transom in the area
25 that needed to be repaired while it was here. Were you aware of

1 those areas?

2 A. I heard discussions of those areas.

3 Q. Okay. Did you discuss that with Todd?

4 A. Brief discussions with Todd about the possible concern
5 of the planking spreading some rot to the frames.

6 Q. Okay. Did you have any conversations with Captain
7 Walbridge?

8 A. The same, just a brief conversation about it and then
9 they discussed about replacing with white oak for the planking.

10 Q. Okay. Was any concerns expressed to you by Todd in
11 regards to the vessel leaving the shipyard with the framing and
12 planking having more rot than was being addressed?

13 A. Yeah, I think so. I don't remember clearly the
14 conversations. It was going to be addressed next year during the
15 next hull out, that they would open up and look at it further.

16 Q. Okay. Did you have any conversations with Captain
17 Walbridge with him expressing dissatisfaction with the fact that
18 this is the same planking and framing that was replaced back in
19 2006 and 2007?

20 A. Yeah, it was kind of a concern with the Douglas fir
21 spreading that rot, so --

22 Q. Okay. What did he say?

23 A. Yeah, just that he was, you know, didn't expect to see
24 any decay. I think they might have replaced or did some Dutchman
25 work and he was just surprised a little bit that Douglas fir did

1 decay like it did and we were going to look at it next year.

2 Q. Did you have any correspondence or communications with
3 ownership in regards to the rot that was discovered in the
4 planking and the framing?

5 A. Nope, I did not.

6 Q. So no e-mails, no -- okay.

7 A. No.

8 CDR CARROLL: So, Captain Jones?

9 BY MR. JONES:

10 Q. Just did Todd talk to you with any discussions he had
11 with Captain Walbridge after the rot was found, especially
12 concerning the statement that they should figure out a way to get
13 rid of the boat as soon as possible?

14 A. No, I did not hear that conversation.

15 Q. Is the -- with the amount of rot that was -- that you
16 were informed about, is that the normal way to take care of it?

17 A. As far as I knew, I didn't see it. I know they did a
18 couple Dutchman's in the framework and being that it was such new
19 work from 5 years ago, I didn't really think much about it. And
20 how far or how widespread some of that was, it was just all going
21 to be addressed next year and it was kind of taken lightly in my
22 mind.

23 CDR CARROLL: Did you review any of the conditions that
24 were reported on the frames or on the planking?

25 MR. GRAVES: No, I didn't.

1 CDR CARROLL: Or -- okay.

2 MR. JONES: That's all I have right now.

3 BY MR. STOLZENBERG:

4 Q. I only had a question of (indiscernible). Mr. Todd, you
5 know, expressed that, you know, maybe some of the rot was
6 structural and maybe some of it had to do with water integrity.
7 With your knowledge of the planks that were taken off when we saw
8 it, what's your opinion of the effect that on the vessel with
9 regard to structural integrity and with regard to just water
10 integrity in the (indiscernible)?

11 A. Right. I guess my feeling on it would be that it was so
12 overly built, huge frames, a lot of timbers close together,
13 ceiling planking, exterior planking, not a lot of ventilation
14 because of so much structural material. So, to me that's the
15 biggest thing in small boats and larger boats that we maintain
16 here, you know, ventilation is a big factor. But, you know, we
17 see a lot of that kind of decay in a lot of situations. So, you
18 know, certainly a better ventilated boat is going to last longer.

19 Q. Were there recommendations for better ventilation, was
20 that a discussion as a possible solution down the road or present
21 solution?

22 A. Yeah, I think just in minor discussions with Rob and he
23 had talked about it as trying to get some ventilation from down
24 below to circulate up high somehow in like each frame bay, but it
25 would be pretty -- a pretty extensive project.

1 Q. Were there any discussions with Mr. Wyman regarding any
2 of the -- these issues?

3 A. I'm not certain. I saw Mr. Wyman just briefly one
4 afternoon that he was here, so I figured he and Robin talked about
5 stuff extensively.

6 Q. Which -- what afternoon was he here? A single
7 afternoon?

8 A. Yeah, I only bumped into him once, so --

9 BY MR. JONES:

10 Q. Do you sail these type of ships also or just --

11 A. I have not, I've just been managing some of the projects
12 in the past and involved in smaller projects.

13 MR. LANGER: I have no questions.

14 CDR CARROLL: Okay. This concludes the interview.

15 Thank you for coming back --

16 MR. GRAVES: Okay, okay.

17 CDR CARROLL: -- Mr. Graves, appreciate it.

18 (Whereupon, the interview was concluded.)

19

20

21

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24

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of Eric Graves

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Elizabeth Cochran
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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THE SINKING OF THE HMS BOUNTY
OCTOBER 29, 2012

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Docket No.: DCA-13-LM-003

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Interview of: CHARLES KIPOURAS

Boothbay Harbor Shipyard
Boothbay, Maine

Wednesday,
December 19, 2012

The above-captioned matter convened, pursuant to notice.

BEFORE: CDR KEVIN CARROLL
U.S. Coast Guard

APPEARANCES:

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MICHAEL KAPLAN, Esq.
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I N T E R V I E W

(4:05 p.m.)

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3 CDR CARROLL: All right, this is Commander Kevin Carroll
4 conducting interviews at Boothbay Harbor Shipyard, December 19th.
5 The time is now about 1605, in regards to the sinking of the
6 vessel *Bounty*. Interviewing Charles Kipouras, spell your last
7 name.

8 MR. KIPOURAS: K-i-p-o-u-r-a-s.

9 CDR CARROLL: He's a marine inspector with sector,
10 Northern New England. Go ahead, Mr. Langer.

11 MR. LANGER: Len Langer on behalf of HMS Bounty
12 Organization.

13 MR. DUBOIS: David Dubois, also on behalf of HMS Bounty
14 Organization.

15 MR. KAPLAN: Michael Kaplan for the shipyard.

16 MR. JONES: Rob Jones, Marine Investigator, NTSB.

17 MR. STOLZENBERG: Eric Stolzenberg, Engineer, NTSB.

18 CDR CARROLL: Okay. Mr. Langer, you can begin and ask
19 Mr. Kipouras any questions that you may have.

INTERVIEW OF CHARLES KIPOURAS

20
21 BY MR. LANGER:

22 Q. Mr. Kipouras, I understand you attended at the Boothbay
23 Harbor Shipyard while the *Bounty* was here in September and October
24 of 2012?

25 A. That's correct. I made two visits. Initially the first

1 was I believe Monday, September 25th or it might have been the
2 24th, I'd have to double check that. But that first visit was to
3 look at the two new fuel tanks, to conduct an inspection on them,
4 a pressure test.

5 So I arrived about 10:00 that morning, parked up there in the
6 upper parking lot, you know, walked by the vessel in dry dock and
7 went into Building 4, which was the warehouse right here, to
8 witness the pressure test, the air test. One tank was up like on
9 a table and it had been pressed up I believe, since Friday. So it
10 had been -- it had the head on it for about three, three and-a-
11 half days.

12 And we discussed this before in the phone call with myself
13 and Robin. He was like, geez, how do we conduct the test? And I
14 told him he could either do an air test at 5 PSI or he could do a
15 hydro test with a static head. You put an 11-foot stand pipe and
16 you fill it with water to test the, test the integrity of the
17 tank.

18 So I was surprised, because originally I thought they
19 wouldn't do the hydrostatic test, and when I showed up on Monday
20 they had pressed it up with air, you know, and they had done that
21 on Friday. And they pressed it up to almost 7 pounds and they had
22 kept that on all -- you know, I said, hey, that's a little much
23 you should have just put 5. And he said, well, I just kicked a
24 little up, they thought they'd lose some possibly over the weekend
25 and they didn't it was still, you know, right up just under seven

1 pounds.

2 So basically they were like now what? And I said, well, I
3 need like a soapy water solution or something or a spray bottle
4 and you go around and spray the exterior, the wells. And if
5 there's any leaks you'll get little snowballs will bead and, you
6 know, you identify the leaks if there was any, and there wasn't on
7 the first tank. So we did all that and witnessed it, got
8 underneath it and looked all around it and didn't see any
9 problems. So they released the air pressure off that first tank
10 and then the second tank was like down on the floor. So basically
11 I said, hey, we need to get it switched around.

12 So Robin walked out and he came back around the corner a few
13 minutes later driving the shipyard's forklift. So he lifted the
14 one I had just tested and put it down and he picked the other one
15 up and put it on the table, put the fittings back in. He had a
16 crewman helping him, and I'm terrible on names too, I want to say
17 Matt maybe, he was a tall gentleman like 6'3", 6'4" and I believe
18 he was one of the crew off the *Bounty*.

19 So we got the fittings put in and got the air on it and
20 pressed it back up and went around and soaked up the wells on that
21 and did a visual inspection and that tank was fine also.

22 Q. What was the pressure you put on the second tank?

23 A. The second tank I said just go with five and he went
24 more than that too, it was closer to, it was more like six and-a-
25 half, you know. And he said, well the other one was close to

1 seven so we'll do this one at that. That one, the head was only
2 on it probably for just under an hour I would say for the second
3 tank, as opposed to three and-a-half days or whatever the first
4 tank was.

5 Then also, you know, we just had a conversation. Typically,
6 as some background, whenever the *Bounty* would, you know, be up
7 here, would hull out. The office personnel, Tracie Simonin, she
8 would call the (indiscernible), we need a hull exam, we need a
9 hull exam. And, you know, we would try to accommodate them.

10 In November 2010 when she was out, I scheduled the inspection
11 two of my co-workers, two of the Warrant Officers attended the
12 vessel, even though she wouldn't have really been due until June
13 of 2012 as a moored attraction vessel. Our policy is that it's
14 roughly every 5 years to satisfy itself to the integrity of the
15 hull. And if it's longer than that then you probably require them
16 to hull out. So we'd done the other one approximately a year and
17 7 months early. So come this time, based on that November 10 hull
18 exam it would kind of reset, so he wasn't really due until, you
19 know, from our standards, until November 2015.

20 Q. So you did a hull exam in November 2010?

21 A. I didn't personally but two of the Warrant Officers, two
22 of my co-workers at the base, at the sector, excuse me, did the
23 hull exam.

24 So I discussed this with Robin. I say, hey Robin, you know,
25 you're not due for a little over 3 years, depending on what you've

1 got going on, you know, we're considering not doing a hull exam.
2 And he made reference to replacing the fuel tanks. He said,
3 routine bottom work, fabricating a couple of new topside spars.
4 Excuse me, I'm getting over a little cold. And then I think he
5 mentioned possibly sending some sails out for repair.

6 So based on that conversation, I said okay, we're not going
7 to do a hull exam this time, and he was fine with that. He said,
8 hey, great, we'll be back in the fall. And I said, okay, well
9 give us some lead time and we'll entertain, you know, setting that
10 up. What we'll do, we'll get two or three of us up there. I
11 attended by myself, we were kind of shorthanded that day between
12 people at school and people doing other inspections and stuff.
13 So, but based on that initial conversation when I, you know, got
14 the scope of the work, you know, I wasn't informed of any
15 additional work was going on as specifically relocating fuel tanks
16 or relocating a watertight bulkhead.

17 Q. So you didn't know they were going to swap the fuel
18 tanks for the berthing space?

19 A. No, I didn't know. I thought the two steel tanks that
20 had been in there for about 10 years were coming out and the 2 new
21 tanks were going in, more like a replacement in kind in the same
22 location. That first day, that Monday, September 24th or whatever
23 it was, I didn't go on board the vessel. And I hadn't been on the
24 vessel probably since when it left here in June of '07, I think, I
25 don't think I had been on.

1 So, based on that conversation with him and not getting any
2 indication that there was any more extensive work going on or
3 anything that, you know, that we know since transpired, you know,
4 I said we weren't going to do the hull exam. I went back and
5 briefed my supervisor, Lieutenant Commander Paul Rudick, who is
6 the Chief of the Inspection Division at the Sector, and he
7 concurred. He goes, yeah, they're not due for 3 years if they're
8 just doing a routine hull out then that's fine. And I said, okay.

9 When I was here that day, before I left I told Robin, I said,
10 well, let me know and I'll come back, I want to see the tanks in
11 place when you get them on board and stuff. So we had a few phone
12 calls in the next couple of weeks and I returned on Tuesday,
13 October 16th to attend the vessel and check the tanks and the
14 installation.

15 At that time, you know, I went on board, we went down to the
16 tank room. I saw the two new tanks that had been put in place.
17 My main focus, still thinking that a lot of things hadn't been
18 relocated; my main focus was just insuring that the tanks were
19 braced up properly, adequately supported to, again, shifting.
20 They were, they were framed in pretty well. There was, you know,
21 still some work going on with installing fuel lines and, you
22 know, people were progressing. But as no plan had been submitted
23 to us, which they didn't need to submit a plan, from what they
24 were doing, you know, everything appeared like, you know, work was
25 progressing properly.

1 We had a discussion that, I believe, they were going to
2 launch the next day, the 17th and they weren't going to fuel until
3 sometime, I believe, on Friday the 19th. So I said, well, you
4 know, unless -- I made a recommendation that, I said, once all the
5 work was completed and you fueled up to double check the
6 connections, make sure everything was tight, there was no leaks,
7 and if there was any issues or anything to give us a call.

8 And, you know, I did a little walk around on the tween deck
9 and a few places, you know, went through a few other but nothing
10 really extensive. Again, nothing was pointed out that, you know,
11 hey, here's where we just relocated a bulkhead or anything like
12 that. The work, you know, was pretty much completed on that day.

13 We worked our way back up the tween deck and, you know, just
14 kind of did a little look around. At the time I went back up on
15 the main deck and we were kind of standing there talking. And
16 then I noticed the shadow of the deckhouse was, you know, it kind
17 of turned and there was a crane swinging it back over. So we
18 backed up and it was the deckhouse, you know, slash butterfly
19 hatch. And I believe it was just forward of the main mast. So I
20 witnessed them lower that back in place on to the co-main. And,
21 you know, there was three or four people on deck with guide lines
22 and things and they lowered it back on and seated it.

23 And then, you know, we kind of walked around a little more on
24 the boat, you know, up on the main deck. But, you know, that work
25 was still continuing and stuff like that. At that point I didn't

1 make any reference to like, you know, make sure you securely, you
2 know, bolt this down, you know, it's just, you know, expected that
3 that was being done.

4 So, you know, we held the conversation about, you know, what
5 their plans were. And they reiterated again that they'd be back
6 probably in the fall of 2013. And also I made some -- they were
7 working their way down, I think they were working their way to
8 Galveston, Texas to -- there as a tall ship called, another tall
9 ship called the *Elissa*, that they were to use their birth, I
10 believe, because the *Elissa*, I think they were going somewhere
11 else in the Caribbean for the winter to operate in that area.

12 So I said, you know, just make sure whatever Coast Guard,
13 make sure you get us a good agenda, an itinerary for the season so
14 we can draw when we do do your certificate for your moored
15 attraction status. Whoever does it, that we have all the ports
16 and dates, because sometimes that would be lacking. Especially
17 like for this trip, you know, we had just, you know, Belfast,
18 August 2012. And I said, geez, I need dates, you know, and things
19 like that. So he said that he'd do that and I wished him, you
20 know, a safe trip and happy holidays, and departed the vessel.

21 Q. Let me back up. The *Bounty* is not an inspected vessel?

22 A. No, it's what we refer to -- it receives a Coast Guard
23 certificate of inspection to operate as a moored attraction
24 vessel, to be tied up at a dock, to give dockside tours. And that
25 was the extent of the certification process. I think as like some

1 of the people that spoke earlier, Mr. Wyman, back in, you know,
2 the early 2000's I think possibly the plan when they were doing
3 the rebuild, was to get it certificated as an actual underway
4 passenger carrying vessel under 46 C.F.R., subchapter T, which is,
5 you know, under 100 gross tons.

6 So as that work was proceeding and, you know, the Coast Guard
7 had involvement that was the thing to try and get the boat re-
8 admeasured from its original 266 gross tons back under 100. But
9 from -- I was here, I got here in October of 2000, one of my --
10 there was a Warrant Officer that had the lead, so I had made a few
11 visits but I wasn't the lead inspector. But ultimately that
12 turned into I think it was just too big of a lift. They just
13 couldn't -- with the surveyors and things, they just, you know,
14 they just couldn't come up with a plan to get it re-admeasured to
15 knock it under 100 gross tons.

16 So the work continued from, you know, the keel up to the
17 waterline to get it rebuilt and everything like that so they could
18 get their moored attraction vessel status back. And they did
19 satisfy that requirement and they went back into that service as a
20 dock side attraction vessel.

21 Q. Okay. You shouldn't need a certificate to operate with
22 just a crew on board?

23 A. No, it didn't. It was almost just like a private vessel
24 at that time, transiting from, you know, point to point and stuff
25 like that.

1 Q. Did you issue any sort of certificate as a result of the
2 inspection of the tanks?

3 A. No, I didn't, I just documented it in our computer
4 system that I had attended the vessel?

5 Q. Missal system?

6 A. Missal, correct. And opened an activity for the visit,
7 and said I witnessed the test and, you know, inspections continue
8 and that I would return and check the installation once the tanks
9 were placed on board.

10 Q. Did you make another entry after you had witnessed the
11 tank installation?

12 A. I did, I came back and made it after October 16th and
13 made that -- that was a short, short narrative base. So I
14 attended the vessel and saw that the tanks were put in place and,
15 you know, all the work, you know, there was still work going on
16 with connecting fuel lines and things like that. And all the
17 work, you know, it was -- appeared to be progressing
18 satisfactorily.

19 Q. Did your office ever conduct any inspections of the fuel
20 system --

21 A. No.

22 Q. -- as part of your regular inspections of the vessel?

23 A. No, we didn't. Usually we -- you know, we did both here
24 and dry dock when it would come up for hull exam or something like
25 that or do some work or do some of the rebuild, so we'd see it

1 there. But when we did, over the years, since I've been back, I
2 want to say on a couple of different occasions, maybe like '04 and
3 '06, we attended in the water at different places to conduct a
4 dockside attraction vessel inspection, which would be the vessel
5 is safely moored, they've got an on brow, an off brow, you do a
6 walk around looking for just safety hazards and things.

7 There was some clauses on there. Basically, you know, no
8 passengers allowed in the rigging, no smoking while passengers are
9 on board having tours. They had a requirement for X amount of
10 fire extinguishers. I think there was like 11 portable fire
11 extinguishers throughout the boat. So we go back and just make
12 sure that all those things were in place. Basically there was no
13 general like safety hazards or, you know. He kind of glanced up
14 at the rigging and the mast and stuff like that to make sure there
15 wasn't any potential for any stuff like, you know, like letting go
16 and falling on people that were taking tours on deck.

17 Q. Are there formal reports prepared at the end of those
18 inspections?

19 A. An activity is drawn up in missal to show that there's
20 an actual drop down menu for different, you know, inspections.
21 And there's actually a moored attraction vessel product and you
22 just click on that and then you'd amplify the narrative and what
23 you did.

24 Q. As part of that inspection include the fuel system?

25 A. No, typically not. Typically the boat is not running

1 when we do that, you know, so you might go pop through the engine
2 room and stuff like that just to see if there was any potential
3 hazards, maybe there was, you know, geez, you've got a lot of
4 water in the bilge or you have some oil built up, potential fire
5 hazard or something like that, so you could cut through. But
6 typically you wouldn't run the engines, you know, during a dock
7 side attraction vessel.

8 Q. Was there any inspection of the dewatering system on
9 board the vessel?

10 A. No, I never conducted anything. In my history of the
11 vessel I actually -- except, you know, maybe in the distance I'd
12 actually never been on it when, you know, things were actually
13 running, it was either in dry dock, you know, all shut down, or it
14 was tied up at a dock with pretty much everything shut down.

15 Q. Was your office involved in the 2009 stability testing?

16 A. No, it wasn't.

17 Q. Do you know where that was done?

18 A. From my, you know, research and looking it was done down
19 at St. Petersburg, so we weren't involved at all in that inclining
20 stability test.

21 Q. Do you know why that test was done?

22 A. I'm not sure why they were doing it. I don't know if it
23 was part of the process to work their way back to try and get
24 certificated to carry passengers underway. But I wasn't involved
25 in it at all or anything, it was kind of after the fact that, you

1 know, since all, you know, the incident with the sinking and
2 things like that, you know, that I'd looked into more of this
3 stuff and saw that they had done that.

4 Q. When the vessel arrived here in September of 2012, did
5 you review the information in the Coast Guard missal system to
6 just check on where the vessel had been and what its status was?

7 A. Yeah, I did. And I can backtrack too because -- let me
8 go back, I first got a call from I want to say right around July
9 7th or 8th from Reese O'Hanlon, who is with the Bounty
10 Organization, who's Tracie Simonin's, I guess assistant. And he
11 wasn't familiar with me, you know, he was -- I think he was a new
12 hire, he hadn't been with them very long. So that initial
13 conversation was, hey, you know, I'm giving you a call, our
14 tonnage is like off, it's like over 400 gross tons. What do we
15 got to do, who do we talk to? And I'm like, what are you talking
16 about, what's going on and everything. So based on that
17 conversation, I'm like, where's the boat now? And I believe he
18 said at that time it was in Newport, Rhode Island. And I said,
19 you need to engage the local Coast Guard and, you know, if they're
20 there for a tour they need to come out anyway and you can get them
21 rolling. I said, or I can get you some contact numbers at Coast
22 Guard Headquarters or whatever.

23 So the vessel was in Newport, Rhode Island, and I think its
24 next port was Newburyport, Massachusetts. So there was, you know,
25 I looked into it a little bit more over time with some of the work

1 that had been done, specifically in like '06 and '07, some of the
2 alterations that negated some of the original configuration. And
3 there, you know, it caused the tonnage to end up, you know, being
4 like, I don't want to say invalidated but it ended up going from
5 its 266 it was up to a little over 400 gross tons. And because of
6 that, some of the other things would kick in, like they'd need
7 some other requirements like, you know, a ship board emergency,
8 you know, pollution plan. And possibly because they were over 300
9 gross tons on paper that some of the marpol regulations would kick
10 in.

11 And I guess the problem was they wanted to go -- I think
12 there was a tall ship event in Lunenburg, Nova Scotia, where the
13 boat was built, that they wanted to attend. But because they
14 were, you know, it was a requirement that they couldn't, you know,
15 they weren't supposed to go on an international voyage and all
16 this after summer of '11 all this stuff had been identified that,
17 you know, the tonnage and, you know, the activities, Europe, the
18 Coast Guard, you know, when they were over. And then they were in
19 San Juan in the Coast Guard there too and they got together and
20 saw the extent of what happened. So basically your requirement
21 was issued to have the vessel re-admeasured by, you know the
22 American Bureau of Shipping by ABS, once they were reconfigured.

23 So there was -- I was copied on some e-mails back and forth
24 from the Bounty Organization to Coast Guard Headquarters and
25 things like that so our understanding was they said, well, you

1 know, we've got to get some work done to get this reconfiguring.
2 And they're like, where are you going to get it done? And they
3 said we're going to do some work at the Boothbay shipping yard,
4 we're going there in September. So I'm like, okay, you know, I
5 was copied, I'll attend the vessel and everything.

6 Well, on Monday, July 16th, I got copied on an e-mail from
7 Tracie Simonin to Coast Guard Headquarters, saying that on Friday,
8 July 13th, you know; one, the vessel is reconfigured back to their
9 original 1990 configuration. ABS had attended the vessel at
10 Newburyport, Massachusetts and conducted a re-admeasurement, a
11 tonnage survey. They're back to their original 266 gross tons
12 from their 1990 configuration and that a tonnage certificate was
13 pending. And they're like, what are you going to do? What are
14 you going to do? And basically ABS had to submit that tonnage
15 certificate to the National Vessel Documentation Center so they
16 could input it into the computer and then it would like map over
17 it. Like the local Coast Guard, you know, we couldn't just -- I
18 couldn't go in and change tonnage, it was -- so I received that
19 tonnage certificate later in the day, you know, to show that yep,
20 it had been re-admeasured, it was dated July 16th, ABS Houston.
21 And they had done the re-admeasurement and it was back to 266
22 gross tons.

23 So at that point I briefed my boss, you know, LT CMDR Rudick
24 and I said hey, you know, I guess it looks like whatever they
25 needed to do they did it already and, you know, they're good to

1 go. But, you know, so we'll attend the vessel when it arrives in a
2 couple of months, you know. And basically at that time the second
3 thing I was involved in was getting a good itinerary for the rest
4 of their operating season. So basically, you know, specific dates
5 for Belfast, which ended up being I think like the 8th to the 10th
6 of August or the 9th to the 11th, it's on the certificate. And
7 then they were going up to Eastport for like the 7th to the 9th of
8 September. So we got that, we actually amended the COI to reflect
9 those accurate dates. Because one of the things that's a clause
10 on there that would say under their dockside status, it would be
11 only the dockside attraction vessel COI was only good for those
12 specific ports and specific dates when endorsed by the local Coast
13 Guard inspector. So we wanted to make sure that was all squared
14 away. And we got that and did the amended COI.

15 And when I printed out that amended COI with the updated
16 itinerary for the last couple port calls, I could see that the 266
17 gross tons had mapped over, you know, it had been inputted by the
18 vessel documentation center. So that just validated in our minds
19 that -- so going back to my initial conversation with Robin, you
20 know, in my mind, okay, they've done what they needed to do. And
21 when I -- you know, I didn't specifically say, are you doing
22 anything, you know, do you have to do anymore work? You know, I
23 just said, you know, what do you got going on? And he, you know,
24 just basically said the things I had stated earlier, he didn't say
25 anything about relocating tanks or moving the watertight bulkhead

1 or anything like that. So, in my mind it just kind of, you know,
2 confirmed that, okay, they've been re-admeasured and I didn't
3 expect any significant work to be going on during this yard
4 period.

5 Q. In your opinion would the Coast Guard have to have
6 inspected the moving of the watertight bulkhead one frame bay?

7 A. We would have liked to have known that, yeah. I mean,
8 if we -- like I said, you know, a lot of times we would do the
9 hull exam, you know, when requested even though they might not be,
10 you know, required to at that time, they might have another year
11 or two. So it had been conveyed to us that, you know, they were
12 moving the bulkhead and relocating tanks and, you know, we would
13 have -- we could have -- we would have ramped up and probably done
14 a full hull exam on it while it was here and gone through. But,
15 again, it was never communicated to me that that work was done, so
16 our initial decision not to do it.

17 And then of course, based on Robin saying the boat would be
18 back in the fall of 2013 and we had kind of made, you know, a
19 verbal agreement to say, well, okay, just give us a little lead
20 time, we'll get two or three of us together, we'll get a full team
21 together and we'll come up and do a, you know, a hull exam on it
22 to maintain your attraction vessel status.

23 BY CDR CARROLL:

24 Q. Charlie, let me interrupt, can you please differentiate
25 or describe the difference between the hull exam that we perform

1 on an attraction vessel and the hull exam that we perform for a
2 vessel that carries and operational certificate of inspection.

3 A. Yeah, sure. Depending on what subchapter, like say just
4 basically a T boat, subchapter T, under 100 gross tons, you know,
5 150 passengers or less, we do a hull exam by regulation in the
6 C.F.R., it's every 2 years. So, basically we want to go around,
7 we're going to do the exterior of the vessel and look at
8 everything from the outside depending on whether, you know, and
9 that's any vessel, whether it's wood, fiberglass, steel, aluminum.
10 So we're going to look at the exterior of the vessel. We're going
11 to look at thru-hulls, rudders, propellers, shafting, struts,
12 cutless bearings, all -- everything on the outside, you know. We
13 -- you always start on the outside of the vessel. Because whether
14 it, you know, if it's a wood vessel, you might want to see what we
15 call, it would be like a proud plank, it would be -- if you see
16 the plank is starting to pull away then when you get inside maybe
17 you're going to start to see -- you're going to think, why is that
18 pulling away? It's either the fastener is going bad or the frame
19 that it's anchored into is rotted and it's given way. So you
20 always start on the outside.

21 And then you go on the inside and you access every internal
22 compartment that you could get into from the four peak back to the
23 lazarette. All the thru hulls, you would have them disconnected
24 not, you know, not taken out but you would have the piping or the
25 valve, you know, disconnect so you could open it up and you could

1 work the valve and look down through and see the body of the
2 valve. You'd go back through and just check, like I said, all the
3 compartments. You'd work your way back to the steering gear and,
4 you know, you could see the rudder posts and, you know, things
5 like that. You go through everything you could.

6 On a wood vessel, there's some guidance net at 795 that's
7 going to talk about frame and fastener surveys and things like
8 that, so there's intervals right there. And, you know, it tells
9 you when basically, you know, when the vessel gets to a certain
10 age that you pull fasteners, you know, every 5 years after the
11 vessel gets to be like 10 years old.

12 Here in Portland we had a local policy that we would --
13 because most vessels were on a 2-year interval, we didn't want to
14 have to go like a short, you know, so it would be like a 2/2 and
15 then it would be 1. So what we would do is we would allow 6 years
16 based on at the fourth year since the last fastener pull, if there
17 was no indication that there was a problem or anything like that,
18 we would allow them to go the 2 more years and go 6 years between.
19 At that fourth year, if there was a problem, we would make them
20 pull a representative sample of fasteners from certain areas, you
21 know, that we were interested in looking at and we'd inspect the
22 fasteners and stuff like that.

23 And then on the attraction vessel side, you know, for the
24 hull exam, you know, basically we're going through, you know,
25 using sort of the same guidelines in a way. We check the exterior

1 of the vessel, the exterior hull. You know, you're checking the
2 props and the rudder and, you know, thru hulls and things like
3 that. And just see, you know, like I said, you'd probe the
4 vessel. You know, some of the gentleman today said they'd use a
5 screwdriver. We had more like a blunt awl, not a really pointed
6 one, it would be kind of blunted so you weren't just sticking it
7 through good wood.

8 So you go around and, you know, you kind of, you know, probe
9 the outside of the hull. You'd sound the exterior hull with a
10 dead blow hammer, basically like a big mallet, you know, kind of
11 filled with sand. And you're just looking for, you know, any give
12 behind there. You know, if there's a frame and you could feel any
13 vibrations or anything that sounded kind of punky, you know,
14 didn't sound solid.

15 So once you completed the outside of the vessel you go
16 through the inside of the vessel and, you know, from all the
17 accessible interior compartments and just try and check everything
18 and make sure everything looked good. And all the inside
19 structures, the framing and things like that, you know, go through
20 the engine room, the steering lazarette and things like that.

21 But the difference, you know, on an attraction vessel it's,
22 you know, we would be doing that to attest that, you know, an
23 opinion of the Marine Inspector when he got done that the vessel
24 was fit to be an attraction vessel, to be tied up to a dock to
25 give dockside tours. Where the other ones, they were underway,

1 you know, so we knew that they were carrying, you know, and they'd
2 be on different routes. You know, some of the boats were one
3 mile, some were three miles, some were twenty miles, you know.
4 And we had a couple that were actually ocean routes that would be
5 like a hundred miles off shore. And so based on, you know, what
6 the route was on their certificate, you know, we'd go through all
7 that. You know, those plans had to be submitted to, you know, if
8 there was any alterations going on or anything like that or if
9 they were -- if they were doing any work that wasn't replacement
10 in kind, you know, because maintenance gets done all the time,
11 stuff gets worn out or whatever. So if it's just, you know,
12 replacing a section of fuel piping with the exact same kind that
13 was in there, you know, then we didn't really need plans or
14 anything.

15 But if they were going to make alterations on a certificate
16 of passenger vessel that carried passengers underway, they would
17 have to submit the plans first so we would have to review them to
18 see if they're in accordance with the C.F.R.'s and then we'd
19 approve them. And then you get them back to the boat and then
20 we'd attend the vessel to make sure that the work being done is
21 being done to the approved plans.

22 BY MR. LANGER:

23 Q. So it's not necessary for an attraction vessel?

24 A. No, not for this, you know, they didn't need to submit
25 it. Just going back to the tanks where, you know, I knew they

1 were going to put, you know, the fuel. But basically when I
2 checked the history of the boat before I showed up, I'm like,
3 geez, you know, nobody -- typically on an inspected boat the fuel
4 tanks get built to a set of approved plans, which they had, but
5 you're going to show up at the fabricating plant when they are
6 basically like three-quarters done. So basically they're all
7 formed before they say put the top on so you can see the interior,
8 look at the baffles and just see the interior welding. And then
9 they would weld the top on and then you would return typically to
10 the plant and you do a pressure test on them.

11 Q. Is there any requirement that you inspect -- the Coast
12 Guard inspect the tanks before they were installed?

13 A. For the *Bounty*?

14 Q. Yes.

15 A. Not really, no; I would say that we didn't need to do
16 it. It was kind of a request, you know, where we had a
17 relationship over the years working with Robin and stuff like
18 that. So I don't know, you know, basically at that time too it's
19 almost like -- to do the tank was almost like I want to say like a
20 courtesy inspection to witness a pressure test. But at the same
21 time it was to, you know, to come up and see the extent of what
22 was going on to see if at that time we still weren't, you know,
23 100 percent that we weren't going to do a hull exam. But based on
24 that initial visit and my initial conversation with Robin, and the
25 scope of the work that was conveyed, that's when we determined not

1 to do a full hull exam.

2 Q. Was there any -- were there any issues raised during the
3 2010 hull exam?

4 A. No. There's the two Warrant Officers that attended the
5 vessel went around, like I said, outside, inside. I believe, you
6 know, they sounded the hull, it was fairly solid. I think there
7 was maybe one or two planks that were replaced, which wouldn't be
8 uncommon for an older, wooden boat.

9 It's not documented but, you know, in their narrative, but
10 going back to the two fuel tanks that were replaced, they were
11 steel and they were about 10 years old. And I believe one of the
12 Warrant Officers, Ken Hakko (ph.), he was an engineer type, and he
13 noticed some service corrosion, some service rust on the tanks.
14 So I think he made a comment to Robin at that time in November of
15 2010, hey, you might want to think about this down the road. You
16 know, these tanks here are 10 years old, they're showing some
17 service rust a little bit, nothing extensive. But, you know, just
18 enough for him to say, you know, bring it up in passing, making a
19 suggestion, making a recommendation, you know. Because, you know,
20 we work with industry, we regulate industry but, you know, we also
21 work with them and stuff, you know. I think he was making a
22 suggestion. So I think based on that I think Robin must have
23 talked to the owners and decided that, you know, hey, we'll get
24 this done, you know, and when we come back in a couple years we'll
25 put new fuel tanks in.

1 Q. Was there any requirement that when they decided to
2 switch the berthing space with the fuel tanks and move the fuel
3 tanks closer to the engine room, that there'd be notification of
4 the Coast Guard or Coast Guard Inspection?

5 A. Yeah, I would say because you start moving stuff around
6 like that; one, you're negating, you know, the existing stability
7 that you'd just done; and two, the other problem is over the
8 years, you know, they'd done so much work off and on and trying to
9 get stuff done. And, you know, that would have been something we
10 would have been definitely interested in, you know, especially in
11 light of them being admeasured, you know, re-admeasured 2 months
12 before they got here. And then back in their -- hey, we're back
13 in our 1990 configuration and then they start moving stuff around,
14 we would have had to take a look to say, okay, now you just -- 2
15 months later you're starting to recreate, you know, the problems
16 again that, you know -- maybe problems or a situation where, you
17 know, you just had this done. You're back, here's a new tonnage
18 certificate and now you're moving a bulkhead and you're moving
19 fuel tanks and is that going to, you know, cause -- now that just
20 invalidated your new tonnage certificate. What's the potential
21 affect on stability? So we would've probably liked to get that,
22 you know, engaged and know that. And I would have kicked it up
23 the line and my supervisor and got, you know, the department head
24 involved and see what we need to do there and maybe look more in-
25 depth.

1 Q. Have you done any sort of review or investigation as to
2 whether moving the tanks aft affected the stability of the vessel?

3 A. No, I haven't, you know, I'm a marine inspector, I'm not
4 a naval architect, if you will, and stuff like that. But just,
5 you know, in basic, you know, moving, you know, relocating weights
6 and stuff like that potentially it could affect it. You know,
7 you're not really adding any weight, you know, you're just kind of
8 moving it around a little bit. So it wouldn't be like a concern
9 that you put additional weight or you took weight off where you're
10 going to raise the center of gravity or lower the center of
11 gravity. But shifting the, you know, the tanks around and
12 different things that could have been a potential concern, you
13 know, of ours that, you know, we would have liked to have known
14 that and maybe taken a closer look.

15 CMDR CARROLL: NSA is looking at that, that's part of
16 the analysis that they're doing, the damageable analysis, they're
17 taking 2009 model and they're taking the information that's been
18 given to us by Mr. Wyman and by Mr. Hanson and kind of re-running
19 the model. In addition to the statements, that they moved the
20 ballast from the bow to the stern to get another six inches of
21 emersion. The weight of the spars on deck, they're analyzing all
22 of that, that's why it's been relatively important for us to get
23 the weights. That's why we were discussing the deck hatch last
24 week.

25 MR. KIPOURAS: Right, and just to go back what the

1 Commander just said too and then the other thing too, moving
2 ballast, we were not informed of that either, they were shifting
3 any lead ballast from forward to aft to try to re-trim the vessel,
4 you know, that's -- and that was nothing that was passed while the
5 vessel was here.

6 BY CDR CARROLL:

7 Q. Again, Charlie, as a moored attraction vessel, where
8 they required to have a stability letter?

9 A. Not solely as a moored attraction vessel, they would
10 need a stability letter. And basically my association with the
11 vessel was, you know, in that capacity ever since I have been
12 familiar with the vessel, it was as the attraction vessel status,
13 so anything -- our actions mostly or for them to maintain that
14 moored attraction vessel status.

15 BY MR. LANGER:

16 Q. On your second -- strike that. On your first visit, in
17 September, the vessel was already hulled?

18 A. Yes, sir. I think it had been out for about 5 days. I
19 think it came out on the 19th and I, you know, I was basically
20 like, okay, well you know, we'll go up and attend on the, you
21 know, just with scheduling and things like that, you know, we had
22 some other jobs going and personnel, so we just picked that day
23 and settled on that day that I'd be up on that Monday.

24 Q. Did you go up and walk around the vessel at all when she
25 was out?

1 A. I did, that first day I walked past it, you know, it was
2 in the dry dock right there. So to get into the building I walked
3 right under the bow and went over, you know, and found Robin and,
4 you know, proceeded with the pressure test on the fuel tanks. And
5 then basically when I departed I just kind of did a little walk
6 around the vessel just to look to see, you know, if there was
7 anything, you know, going on or anything.

8 And I observed some personnel working in the forward section
9 on the exterior, maybe five or six people, and who I assumed to be
10 mostly crew because I believe four out of the six or maybe five
11 out of the six were females. And I knew that the yard didn't have
12 any female employees, so I assumed it to be the crew. And they
13 were doing, you know, it was just minor, you know, scraping and
14 they were, you know, doing some, you know, starting to do some
15 caulking and there was some painting going on and stuff like that.
16 But nothing to show that there was anything significant -- any
17 significant work going on the exterior hull at that time.

18 Q. Did you watch them while they were caulking?

19 A. Just briefly as I walked by, you know, nothing specific.
20 I just saw that they were, you know, doing the work and things
21 like that but I didn't observe the, you know, the in-depth
22 procedure, if you will.

23 Q. Is part of your job inspecting caulking of wooden plank
24 vessels such as the *Bounty*?

25 A. Right, if we were doing -- yeah, if I was doing a

1 full, you know, a hull exam or something like that would be part
2 of the stuff. We would check, you know, the exterior planking and
3 the seams and things like that and making sure there's not, you
4 know, too big of a gap or something like that. You know, I mean,
5 you know, I've never caulked a vessel, you know, I've inspected
6 plenty of wooden vessels but, you know, it's an art, you don't
7 want to, you know, drive it in too far as adversely, you know, not
8 drive it in far enough.

9 Q. When you came back the second time were they still doing
10 any caulking?

11 A. No, when I came back the second time on the 16th of
12 October, there was no exterior work going on on the vessel. The
13 vessel had been -- the whole bottom had been painted and
14 everything was completed on the outside.

15 Q. Do you recall whether either of the Coast Guard
16 personnel in their 2010 hull inspection referenced any problems
17 with the caulking or the sealing of the vessel?

18 A. I don't believe they did in their narrative, you know,
19 when they went around that there was anything that they saw any
20 problems there, you know.

21 Q. Do you remember having any conversations with any of the
22 crewmen about the caulking work that was going on?

23 A. No, I did not have any conversation, just basically with
24 Robin.

25 Q. How long have you been doing inspections on the *Bounty*?

1 A. I retired off of active duty in officially 1, December
2 2000 out of MSO, (indiscernible) in Providence at the time and I'd
3 interviewed and I got hired and so I actually started in October
4 of 2000. So I did attend the vessel in '01 and '02 when it was
5 doing that first rebuild as a -- just as an additional inspector.
6 There was -- one of my co-workers was actually Kevin Plum (ph.)
7 and one of the Warrant Officers, he was the lead inspector. So I
8 don't know, you must know Kevin, he's our -- Kevin's retired now
9 and he's our official vessel examiner.

10 So, yeah, I made some business with them because it was here
11 for a long time, it's like, you know, just one of the things
12 where, you know, Kevin was the lead but, you know, sometimes I'd
13 come up with him or sometimes Pete Veleny (ph.), one of the other
14 Warrant Officers, would come up with him or things like that, you
15 know, over time, and stuff like that.

16 And actually, it was kind of -- you know, we were actually
17 coming up to look at something on 9/11, myself and this
18 Pete Veleny and a reserve Lieutenant Lon Haymer (ph.), and driving
19 up, you know, just shooting the breeze had the radio off in the
20 van and, you know, the first tower had got hit and we didn't even
21 know. We get on board and Robin is like, Charlie, do you see
22 what's going on? I'm like, what's going on? You know, and then
23 we saw the second tower get hit live on TV and then all our
24 beepers and pagers, you know, started going off, you know, return
25 to base until we can figure it out.

1 So, that was -- we always had the conversation, you know,
2 different things, you know, significant events. And, you know,
3 where were you during 9/11? Or if you were old enough, where were
4 you when, you know, when Kennedy was shot? Or something like
5 that, and you know, we'd always come back to that conversation.

6 CMDR CARROLL: If you're not getting complete answers
7 from Charlie --

8 MR. KIPOURAS: Oh, I'm sorry, am I getting too -- yeah,
9 so anyway, since --

10 CMDR CARROLL: I'll have to change my flight.

11 MR. KIPOURAS: So, basically, you know, from '01 when it
12 was here in '01 and '02 was my first association with the vessel.

13 BY MR. LANGER:

14 Q. Do you always find Captain Walbridge to be cooperative?

15 A. Yeah, he's very personable and, you know, we've never
16 had a, you know, I've never had a problem with him working with
17 him or anything like that. Of course, you know, like I said, we
18 use the term facilitating congress, so we're actually, you know,
19 enforcing regulations but we're actually, you know, working with
20 the people, you know, they're trying to earn a living, we're
21 trying to earn a living so, you know, we'd show up. We are, you
22 know, the government, we were, you know, the regulators but at the
23 same time, you know, information seemed to flow pretty freely.

24 Q. Did you find him to be a competent as somebody
25 knowledgeable about ships such as the *Bounty*?

1 A. Yeah, just to, you know, reiterate what most people said
2 today, I mean, he had his hand involved in, you know, everything
3 on the boat. You know, he was the expert on the boat, I mean, and
4 just to go back to that one comment, you know, just being down in
5 the, you know, the trenches. So, I mean, he would be -- you know,
6 I just kind of laughed a little when, you know, he was the one who
7 went around the corner and came back with a forklift to do the
8 work instead of grabbing, you know, one of the yard people or
9 just, you know, they almost had like the run of the shipyard.

10 Q. Are you involved in inspecting other vessels such as the
11 *Bounty*, large, wooden vessels?

12 A. Nothing maybe quite as large. We've got right in
13 Portland, the Portland Schooner Company, they've got the *Wendameen*
14 and the *Bagheera*, which are certificated passenger vessels.

15 Q. Got the Camden Schooners?

16 A. Those are handled by our Belfast office. One has come
17 down here, the *Victory Chimes* has come down here and I've been
18 part of the inspection team on at least one occasion on the
19 *Victory Chimes*.

20 Q. Do you find Captain Walbridge as knowledgeable or more
21 knowledgeable than the captains of the other vessels you
22 inspected?

23 A. Yeah, I would say just as knowledgeable if not more
24 knowledgeable.

25 Q. When you were here in September, did you have an

1 opportunity to view any of the planking that had been removed?

2 A. No, I didn't. I didn't notice, it wasn't pointed out
3 and I didn't notice that any planking had been removed on that at
4 that time, you know.

5 Q. Did you notice any work that was going on the transom of
6 the vessel?

7 A. No, I did not.

8 CDR CARROLL: Anything else?

9 MR. LANGER: Nothing else, thank you.

10 CDR CARROLL: This concludes the interview.

11 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: THE SINKING OF THE HMS BOUNTY
 OCTOBER 29, 2012
 Interview of Charles Kipouras

DOCKET NUMBER: DCA-13-LM-003

PLACE: Boothbay, Maine

DATE: December 19, 2012

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.

Elizabeth Cochran
Transcriber