

FY2017 NTSB TDA Document Translation from Polish to English

DCA16MM001

Anna Krause's Statement

From: Anna Krause
Sent: Monday, January 25, 2016 10:45 PM
To: Kuropieska, Krzysztof
Subject: Re: NTSB Questionnaire

Dear All:

Below please find answers to the questions:

1. Types of work performed by the Polish crewmembers of the El Faro, ship under contract
Examples: pipe system welding, boiler welding, electrical work, other welding, mechanical work, etc.

My husband told me that he was most often taking care of minor maintenance jobs, such as pipe welding and fitting, repair of barriers, replacing rain gutters.

2. During the most recent voyage, was work done in the vessel's engine room or outside of it?

My husband didn't tell me in which spaces on board he was working.

3. Date, time, and nature of your last contact with your husband on board. Was it a phone call or an e-mail? May we ask for copies of e-mails you received from your husband while he was on board, before or during the last voyage?

I was in touch with my husband for the last time on September 29, at 11:36 pm Polish time. We were communicating mostly by phone and using Internet applications. We did not use e-mail for correspondence.

Our conversations were on personal matters. My husband liked his job. He was telling me that all was well with him. He was asking me how things were at home. He never said anything that would make me anxious.

During the voyage he had no coverage, so we kept in touch only when he was in port.

4. Did the crewmembers have any concerns with regard to the boat's safety, weather forecasts, or current weather during the voyage?

Early during his contract, my husband told me that the boat was old and rusted throughout, that it was falling apart and it might keep afloat for just a few more years. He told me that a major overhaul was scheduled for the 6th of November.

He assured me that it was safe and that he would be careful. He also told me that during stormy weather the boat was rocking hard and that he couldn't sleep. Before the last voyage he did not keep me informed about any weather forecasts. He just said that it was raining.

5. Did the Polish crewmembers have any comments about working conditions on board, or about their relations with other crewmembers?

No. My husband liked his work and his relations with his crewmates. He often praised the Chief who was supervising his work; he told me that the Chief was a very wise and hardworking man. He was also telling me how wonderful the food was on this boat.

6. Did the Polish crewmembers have any comments about working conditions on board, or about their relations with other crewmembers that might help us in our investigation of the accident?

I am sorry, but I don't have any additional information that might help in your accident investigation.

In addition, if possible:

Information about your husband's employment history, training courses, and any certificates.

Employment history:

Starting in March 2015, my husband was traveling for contract jobs; he worked for the Intec Maritime Offshore Service Corp.

Before that, he was self-employed, working in the CRIST SA shipyard in Gdynia under a Service Agreement. From July 2012 until February 2015 his job description was Pipe Fitter.

His other jobs were temporary; my husband was studying and learning skills.

March 2012 – May 2012; company: Borga Sp. z o. o. [LLC]; job description: Sales Agent

May 2009 - November 2010; company: Gaz-Rur; job description: Warehouse Manager

May 2008 - October 2008; company: FP Balt-Tech; job description: Sales Clerk - Cashier

Completed training courses:

August 2013; Gas cutting and electrical tack welding course

December 2012; Crane operator course

February 2009; Basic training in TIG [gas tungsten arc] welding – process 141

December 2008; Forklift driver training

Before his departure for his first contract job in March, my husband provided documents regarding his job history and copies of all certificates to his employer, the Intec company.

Sincerely,

Anna Krause

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Agnieszka Nita's Statement

From: Agnieszka Nita [<mailto:> [REDACTED]]
Sent: Tuesday, January 26, 2016 10:01 AM
To: Kuropieska, Krzysztof
Subject: Reply: NTSB Questionnaire

Types of work performed by the Polish crewmembers of the El Faro, ship under contract. Examples: pipe system welding, boiler welding, electrical work, other welding, mechanical work, etc.
My husband was doing minor maintenance jobs on the boat, but he didn't give me any details about those jobs.

During the most recent voyage, was work done in the vessel's engine room or outside of it?
I don't know anything about which parts of the boat my husband was working in.

Date, time, and nature of your last contact with husband on board. Was it a phone call or an e-mail? May we ask for copies of e-mails you received from your husband while he was on board, before or during the last voyage?

My last conversation with my husband was on September 29, 2015, using an Internet communicator, about 8 PM Polish time, and it was about personal matters, such as the children, etc.

Did crewmembers have any concerns with regard to the boat's safety, weather forecasts, or current weather during the voyage?

My husband did mention unsatisfactory conditions on the boat, but I cannot tell whether he meant sanitation conditions or the structural integrity of the vessel. Before leaving the port he told me that the weather was nasty and that rain was pouring, but I couldn't guess if he was concerned about anything.

Did the Polish crewmembers have any comments about working conditions on board, or about their relations with other crewmembers?

He never said anything on this subject. All I know is that he liked the person who was the CHIEF a lot; he spoke well of that gentleman.

Please give us any other information that you might share that could help us in our accident investigation. I don't believe that I have any information that might be helpful.

In addition, if possible:

Information about your husband's employment history, training courses, and any certificates.

My husband started to work for the Intec company sometime in January or February of 2015. INTEC should have all his licenses and certificates.

Depending on information disclosed by family members, NTSB representatives may want to conduct additional interviews in Poland.

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#3 Malgorzata Podgórska's Statement (1)

From: Malgorzata Podgórska
Sent: Wednesday, January 27, 2016 7:00 PM
To: Kuropieska, Krzysztof
Cc: PKBWM [(Polish) State Marine Accident Investigation Commission]
Subject: Re: NTSB Questionnaire

Greetings,

Replies to your questions are below.

1. Types of work performed by the Polish crewmembers of the El Faro, ship under contract. Examples: pipe system welding, boiler welding, electrical work, other welding, mechanical work, etc. *My husband worked as a welder or pipe fitter. I don't know what the other Polish crewmembers were doing.*
2. During the most recent voyage, was work done in the vessel's engine room or outside of it? *Sorry, I don't have this kind of information. My husband didn't tell me exactly where he was working. If we discussed his job, it was in general terms only. He told me they were preparing the boat for dry dock and fixing some minor things.*
3. Date, time, and nature of your last contact with your husband on board. Was it a phone call or an e-mail? May we ask for copies of e-mails you received from your husband while he was on board, before or during the last voyage? *Our last phone conversation took place on September 29, in the evening Polish time. We did not use e-mail for correspondence.*
4. Did crewmembers have any concerns with regard to the boat's safety, weather forecasts, or current weather during the voyage? *My husband mentioned that his cabin was dirty and he had to scrub and scour it before he could move in. He also said, quote: "Maggie, you can't even imagine this old rust bucket I have to board." He never talked about bad weather as long as it lasted. He would mention any hurricane only after it stopped.*
5. Did the Polish crewmembers have any comments about working conditions on board, or about their relations with other crewmembers? *In general, my husband was happy with his job. The captain offered him continued employment in the shipyard during the El Faro overhaul.*
6. Please give us any other information that you might share which could help us in our accident investigation. *I have no more information. We were supposed to get in touch on Friday, February 10...*

Attached please find my husband's documents and his CV. Since 1996, my husband has been employed on many vessels, at sea and in shipyards all over the world.

If you have questions, please contact me by e-mail or by phone at [REDACTED]

Best regards,

Malgorzata Podgórska

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Malgorzata Podgórska's Statement (2)

From: Malgorzata Podgórska
Sent: Thursday, January 28, 2016 5:34 PM
To: Kuropieska, Krzysztof
Subject: RE: NTSB Questionnaire

Greetings,
I am resending the documents
Best regards,
MP

See image gallery from message- 

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Bozena Truszkowska's Statement

From: BOŻENA TRUSZKOWSKA
Sent: Tuesday, January 26, 2016 7:41 PM
To: Kuropieska, Krzysztof
Subject: Reply: TRUSZKOWSKA, BOŻENA, EL-FARO

Greetings,
My replies to your e-mail are enclosed.

1. Types of work performed by the Polish crewmembers of the El Faro, ship under contract. Examples: pipe system welding, boiler welding, electrical work, other welding, mechanical work, etc.

I don't know. I never spoke with my husband about it.

2. During the most recent voyage, was work done in the vessel's engine room or outside of it?

I don't know anything about it. My husband never told me anything on this subject.

3. Date, time, and nature of your last contact with your husband on board. Was it a phone call or an e-mail? May we ask for copies of e-mails you received from your husband while he was on board, before or during the last voyage?

We had our last telephone contact on September 29, 2015 about 10.00 pm

We talked about family matters, and [his] last words were: "I'll let you know in four days."

4. Did the crewmembers have any concerns with regard to the boat's safety, weather forecasts, or current weather during the voyage?

I don't know anything about it.

Even if my husband knew anything about it, he wouldn't have told me, so as to spare me the worry.

5. Did the Polish crewmembers have any comments about working conditions on board, or about their relations with other crewmembers?

We didn't talk about that.

6. Please give us any other information that you might share that could help us in our accident investigation.

I don't know anything else.

In addition, if possible:

7. Information about your husband's employment history, training courses, and any certificates.

Attached please find my husband's CV, documentation of his trainings, and the welder record book.

I don't have any other documents.

Sincerely,
BOŻENA TRUSZKOWSKA

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Agnieszka Zdobych's Statement

From: Agnieszka Zdobych
Sent: Monday, February 08, 2016 3:16 AM
To: Kuropieska, Krzysztof
Subject: Re: NTSB Questionnaire

Greetings,

I have answered all the questions below.

If you have any questions or concerns, please contact me.

Sincerely,

Agnieszka Zdobych

On January 20 2016 at 11:23 AM user Kuropieska, Krzysztof <[REDACTED]> wrote:

Dear Ms. _____ ,

The [Polish] State Marine Accident Investigation Commission (PKBWM), acting pursuant to Article 21, section 2, paragraph 3 of the Act of August 31, 2012 on the State Marine Accident Investigation Commission (Dz. U. [Legal Gazette], 2012 item 1068, and 2015 item 1320; full text attached) is participating in the investigation of the sinking of the El Faro vessel, conducted by the similar US agency, the NTSB.

NTSB investigators have approached the PKBWM with a request to ask family members of each Polish seaman employed on the El Faro to submit a written statement with any information that might be helpful in determining the cause of the accident. Especially important are the following questions:

1. Types of work performed by the Polish crewmembers of the El Faro, ship under contract. Examples: pipe system welding, boiler welding, electrical work, other welding, mechanical work, etc.

My husband is a welder and as far as I know, this is what he was doing, preparing steel items for welding and then welding them together.

2. During the most recent voyage, was work done in the vessel's engine room or outside of it?

My husband didn't tell me in which parts of the boat he was working.

3. Date, time, and nature of your last contact with husband on board. Was it a phone call or an e-mail? May we ask for copies of e-mails you received from your husband while he was on board, before or during the last voyage?

We spoke for the last time on September 28 via Skype. The conversation was interrupted several times because of a poor Internet connection. All our conversations were by Skype, so I don't have any copies of our correspondence.

4. Did crewmembers have any concerns with regard to the boat's safety, weather forecasts, or current weather during the voyage?

After he boarded the boat, my husband was in despair about the conditions there. He told me it was dirty, and hot because the air conditioning was not working. He was happy that he had managed to get a cabin with a fan. He also said he had never seen or worked on a hulk like this. While he was working, rust was falling into his eyes. He didn't go through any training about boat safety, such as an evacuation drill.

My husband wasn't telling me about weather conditions because he knew I was worrying a lot. During my husband's voyage on the El Faro there were two tropical storms that I found out about only after they were over. My husband was trying to calm me down and he was telling me not to worry because their captain was prudent and he in such situations would always steer in between islands, which was safer.

5. Did the Polish crewmembers have any comments about working conditions on board or about their relations with other crewmembers?

My husband had no complaints about crew relations. To the contrary, he was very happy, especially about his relations with the chief who was assigning and supervising the work of the Polish crewmembers. The supervisor often recognized the work of my husband and his co-workers, and finally he suggested that my husband should travel for the next several months to work on the El Faro (which by that time would be operating near Alaska), because there would be a lot of work

and he [the chief] wanted to work with my husband and his co-workers because they are such good workers. The supervisor was so happy with their performance that he almost always allowed the Poles to go ashore because all the work assigned to them was always completed.

6. Please give us any other information that you might share that could help us in our accident investigation.

My husband told me that during this voyage they were preparing the boat for an overhaul in drydock. The El Faro was going to be upgraded for service in Alaska.

In addition, if possible:

7. Information about your husband's employment history, training courses, and any certificates.

My husband worked in shipyards in Poland, Norway, the Netherlands, and Singapore. He also worked on board during voyages in international waters. He always worked as a black steel welder using methods 136 and 141 because he had no other training. He worked as a welder for eight years. His certificates are available from his employer, Intec. Intec collaborates with TOTE [TOTE Maritime].

Depending on information disclosed by family members, NTSB representatives may want to conduct additional interviews in Poland.

Best regards,

Krzysztof Kuropieska, Master Mariner

