

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE AND GROUNDING OF THE

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RO-RO P/V *CARIBBEAN FANTASY* OFF

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Accident No.: DCA16FM052

SAN JUAN PUERTO RICO AT 0744

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ON AUGUST 17, 2016

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Interview of: NORMA URIBE-NAVARRO

Pier 15

Friday,

September 16, 2016

APPEARANCES:

LT [REDACTED] [REDACTED]
U.S. Coast Guard

MONOLO RODRIGUEZ, Esq.
Jimenez, Graffam & Lausell
(On behalf of P&I for owners)

I N D E X

ITEM

PAGE

Interview of Norma Uribe-Navarro:

By LT [REDACTED]

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I N T E R V I E W

(9:10 a.m.)

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3 LT [REDACTED]: All right. This is Lieutenant [REDACTED] [REDACTED]
4 with the Coast Guard with some follow-on questions for Norma
5 Uribe, the safety officer. Today is 16 September 2016; time is
6 12:05 p.m., and we are located on Pier 15 next to the ship,
7 *Caribbean Fantasy*.

8 If everyone around the table could state their name?

9 MS. URIBE-NAVARRO: My name is Norma Uribe, Safety Officer
10 *Caribbean Fantasy*.

11 MR. RODRIGUEZ: Monolo Rodriguez for owners, P&I.

INTERVIEW OF NORMA URIBE-NAVARRO

12
13 BY LT [REDACTED]:

14 Q. Okay. So, Norma, when the vessel was in dry dock how did the
15 lifeboat get from the dry dock back onto the vessel itself?

16 A. The process they took in the dry dock was by crane. They put
17 the lashing around all the lifeboat to put in the water, because
18 in that time we already floating. So they bring a -- was pulley.
19 When they put the lifeboat on the water, they start pulling until
20 the position, and with (indiscernible) we bring it on the vessel.
21 Always by lashing. And the moment when they put the hooks, will
22 release all the lashing from the crane, the shore crane, the dry
23 dock.

24 Q. Okay. So the shipyard's crane used lashing around the hull
25 of the lifeboat?

1 A. All the lifeboat.

2 Q. And they, they did not affix any lashings to the lifeboat
3 hooks to put them in the water?

4 A. No, it's not affecting that the lashing put (indiscernible).

5 Q. Okay. And then how did -- once the lifeboats were in the
6 water, can you please verify that the ship used their own davits
7 to raise them into their stowed position?

8 A. Yes. When the lifeboat was on the water side of our vessel,
9 our hooks on (indiscernible) was running 11 to put in the lifeboat
10 the hooks to put that. When was ready, my (indiscernible) from
11 the ship, they start bring up until that level and start bring to
12 the (indiscernible) to secure on board.

13 Q. And after the -- when did the vessel leave dry dock; do you
14 remember?

15 A. The vessel leave from dry dock July 3, I think. So more or
16 less, yes, July 3.

17 Q. July 3. After the vessel left dry dock, the lifeboats number
18 1 and 3, were they operated again using the davit and the release
19 hooks?

20 A. So after the dry dock, no, because we went to another port.
21 It was only a few hour -- yes, 1 day.

22 Q. So -- but lifeboat number 2 was operated using the release
23 hooks for the Coast Guard exam --

24 A. Yes. This -- that is correct.

25 Q. -- on 9 August?

1 A. That is correct.

2 Q. And then for the -- that drill with the Coast Guard on August
3 9th, were there issues in releasing the lifeboat from the hooks?

4 A. They release it, yes. The day we have the drill with the
5 Coast Guard, they bring down, they release the hooks and start
6 making the test for the lifeboat. And also they (indiscernible)

7 Q. How did they -- which procedure did they use to release the
8 hook?

9 A. That was there -- the usual position to release the hooks was
10 the officer in charge inside the lifeboat. And two guy watch in
11 the -- for the hooks to monitor it and put the (indiscernible) to
12 tell to release.

13 Q. So they released the hooks manually?

14 A. In that time it was manually.

15 Q. Did they try to use the automatic hydrostatic release?

16 A. At that time, no, it was -- it was manually released. The
17 release, I remember I move for one moment because I needed to go
18 to another place at that time because I'm -- I cannot tell you is
19 -- was a hydro release that day -- automatic release. I remember
20 what they do manually that day.

21 Q. Okay. And I wasn't in the other, your other interview, but
22 do the officers in charge know how to -- are they trained --

23 A. Yes.

24 Q. -- on the hydro release?

25 A. Yes. We have in the dry dock when we did that one, I was

1 together with the other safety officer, what I believe. We took
2 the description from the company who wrote the books to
3 (indiscernible) training, and after I proceed to give the training
4 to the officer (indiscernible).

5 Q. And who was the lifeboat operator for the Coast Guard drill?

6 A. Ricardo (indiscernible), second officer.

7 Q. Okay. And he did not -- did he report any issues with the
8 hooks?

9 A. No. No issues.

10 Q. No issues? Okay. That's all I have. Do you have any
11 questions for me, Norma?

12 A. No. It's okay.

13 Q. Okay. Thank you so much.

14 LT [REDACTED]: I will conclude the interview. The time is
15 12:11.

16 (Whereupon, at 12:11 p.m., 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: FIRE AND GROUNDING OF THE
RO-RO P/V *CARIBBEAN FANTASY* OFF
SAN JUAN PUERTO RICO AT 0744
ON AUGUST 17, 2016
Interview of Norma Uribe-Navarro

ACCIDENT NUMBER: DCA16FM052

PLACE: Pier 15

DATE: September 16, 2016

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.

Kay Maurer
Transcriber