

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

SINKING OF THE FISHING VESSEL *

JEANETTE OFF THE COAST OF PAGO PAGO * Accident No.: DCA19FM010

DECEMBER 5, 2018 *

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Interview of: ITALO JULIO "ITCHY" CILEU
Vessel Rep

Friday,
December 7, 2018

APPEARANCES:

LT [REDACTED], Supervisor, Marine Safety Detachment
American Samoa United States Coast Guard

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I N T E R V I E W

(9:17 a.m.)

1
2
3 LT [REDACTED]: It's now being recorded. Good morning. This
4 is the interview for Mr. -- could you please say your -- state
5 your full name?

6 MR. CILEU: Yeah, Italo Julio Cileu, C-I-L-E-U. Italo is I-
7 T-A-L-O.

8 LT [REDACTED]: Okay. To discuss the chain of events that led
9 to the fire of the *Jeannette*. People in attendance is myself,
10 Lieutenant [REDACTED], MSC supervisor. We have Frank Thomsen.
11 We have Mr. Roy Hall, Jr. representing the insurance side.

12 MR. HALL: P&I.

13 LT [REDACTED]: P&I. And then we also have Mr. Ward Grassel,
14 the representative representing Hull & Machinery Underwriters.
15 Right now it is 9:17 a.m., December 7, 2018.

16 UNIDENTIFIED SPEAKER: The guy on the phone.

17 LT [REDACTED]: Beg your pardon?

18 UNIDENTIFIED SPEAKER: You got to introduce the guy on the
19 phone, put him on your record.

20 LT [REDACTED]: Yes. And we also, we also have Mr. David
21 Flaherty of the NTSB, National Transportation Safety Board, on
22 the, on the phone doing a call-in. Mr. Italo goes by the name of
23 Itchy, just for -- so there's no confusion.

24 INTERVIEW OF ITALO JULIO "ITCHY" CILEU

25 BY LT [REDACTED]:

1 Q. Please, Mr. Itchy, could you go over the chain of events as
2 you know them the morning of the incident? And just kind of go
3 through it nice and slow. Take your time. We're going to let you
4 go and ahead just say everything, and then we'll ask some
5 clarifying questions afterwards.

6 A. Yes. I'll just go from the time that I started hearing the
7 alarms go off. It was about 11:30. I went into the galley, and
8 it was about lunchtime or getting to be lunchtime. I put my head
9 in the galley, and I noticed that the food was all ready, so I
10 wanted to wash my hands, and I went upstairs to the pilothouse, to
11 the captain's room. Went to the bathroom, washed my hands. And I
12 started doing a little bit of reading. And then I started hearing
13 the alarms go off. And at that time, they were banging on my
14 door, on the pilothouse. And I went outside, and the other guys
15 told me there was a fire by the galley.

16 So I ran down there and I met about seven or eight of my
17 crewmembers fighting the fire already with the CO2. But when the
18 CO2 expired, they started using the water, and the guys were
19 getting the water and throwing it on the fire that they found.
20 That went on for a while until it got so smoky in the hallway they
21 had to back up. And before that, we had told the -- one of our
22 crewmembers to call up 911 and the fire department.

23 So that was basically it. We started fighting the fire. And
24 we waited for -- the fire department came about a half an hour or
25 45 minutes later. At that time, they took over the fighting. And

1 I told my guys to get out. They told us to get out, so I told
2 them to get out except for the -- some of the crew down below. I
3 told them to close the doors to the engine room and make sure
4 everything was tight down there and come right back up, which he
5 did.

6 So fire department came, and they've -- I think they worked
7 on it for a while. Maybe another hour or so, an hour and a half.
8 I'm not sure the time. The time was just so slow and everything
9 was so hectic. And then they started fighting it, but they didn't
10 have much equipment. They didn't have much of anything when they
11 came. You know, I mean, you're talking about maybe -- no suits,
12 no masks, no apparatuses, no air, no nothing. So they didn't even
13 go in the actual boat. They were just shooting water against the
14 hull. And we made a decision, myself and Sulup Hong (ph.), to
15 call in the people from the airport to help us out.

16 When they came, they were, they were ready. I mean, they
17 were a professional group. You could tell that they were
18 experienced. They had suits on, which, by the way, the fire
19 department did not. And they started fighting the fire. And it
20 went on for a few hours until everybody decided that we had to
21 take out the boat, in danger of sinking in -- on the pier, in the
22 middle of the bay. And they took the boat out. That's basically
23 last time I saw it.

24 Q. Okay.

25 BY MR. THOMSEN:

1 Q. Itchy, what time, what time did you get on board that
2 morning?

3 A. That morning, I stayed on the boat.

4 Q. You stayed on the boat.

5 A. I slept on the boat. I always sleep on the boat until the
6 captain arrives and he's ready to go out to sea. So I woke up
7 about 5:30, 6 o'clock. And when it got to be about 8 or 9, I went
8 to go do some chores. And then I went to go do my paperwork up on
9 top until the, until the incident.

10 Q. Were you aware of any welding that was, that was being
11 conducted down on the wet deck?

12 A. No, I wasn't aware of any welding down there. I didn't know
13 that we were doing welding. From what I understood, the oilers or
14 the engine room gang was doing some kind of maintenance while we
15 waited to unload. We were going to be unloading in about a week.
16 So they were just, like, changing oils and filters and doing some
17 odds and ends, so there was no reason for me to go down there. So
18 I stayed -- after my chores, I stayed up on top mostly.

19 Q. So who gave tasking to the individuals that were conducting
20 the welding hot work?

21 A. Who gave what?

22 Q. Who gave tasking? Who delegated?

23 A. I don't know. I don't know. I would assume that it was the
24 chief before he left. I think he usually -- usually. I'm only,
25 I'm only guessing. Usually he gives them a list of things that he

1 wants them to do to maintain the boat. And they get a list, and
2 they go down the list and see if he can finish as many, as many
3 stuff as they can.

4 BY LT [REDACTED]:

5 Q. Is it -- during the course of the day, do you walk around the
6 boat and kind of check out what's going on or -- like, what does
7 your day typically consist of during these kind of, these kind of
8 days?

9 A. Yeah, the wait time, I'm usually, you know, walking around,
10 yeah. Sometimes I just basically -- I'm up on top. Especially
11 when they're doing maintenance, I don't think that there's much
12 about -- importance for me to go down and check them cleaning
13 engines, cleaning floors and checking out the oil and the filters.
14 So I stay basically with the important stuff that I'm doing for
15 that day. If they're working on the winch or if they're working
16 on the power block or if they're working on the cranes, I stay up
17 on top and watch. Because it never fails. They always need some
18 kind of parts to finish the project, which might -- my job is to
19 go find it, whether it be at Ace or whether it be on another boat
20 or whether it be order from San Diego. My job basically is to see
21 that they get the part to finish off the job that we're doing.

22 Q. Did you stay on the boat that whole day? Did you, did you
23 leave the boat at all?

24 A. Yeah, in the morning, I did. I went to Ace and got some
25 parts, and then I came back.

1 Q. What time did you do that?

2 A. It was probably about 8:30, 9 o'clock.

3 Q. When'd you get back?

4 A. Probably another -- takes about 45 minutes to get there,
5 sometimes half an hour. So I -- you know, and I did a little bit,
6 a little bit of buying. I would say I probably got back maybe at
7 10 o'clock, 10:30, something like that.

8 Q. And when you got back, what did you -- where'd you go?

9 A. I put the parts by the galley so the guys could put it away,
10 and then I went upstairs.

11 Q. Did you know that there was any welding taking place when you
12 went from the bow up to the pilothouse?

13 A. Not down below, no.

14 UNIDENTIFIED SPEAKER: Itchy, do you -- are you aware of any
15 company policy or vessel policy on how hot work is conducted?

16 MR. CILEU: We're constantly telling them to be careful, get
17 the CO2s when they're, when they're doing stuff down below. Get
18 the CO2s ready. Have somebody watching on the side. That's
19 normally our policy.

20 LT [REDACTED]: Do you have it written? Do you have a written
21 company policy on welding procedures --

22 MR. CILEU: No.

23 LT [REDACTED]: -- or any safety precautions or anything like
24 that?

25 MR. CILEU: No.

1 LT [REDACTED]: So is there any kind of education or training
2 that takes place with the welders?

3 MR. CILEU: Well usually, you know, we hire people that have
4 already been fishing or welding or that kind of stuff. And then
5 over the years, they just learn -- we got, we got a very low
6 turnover on the boat. We do very well, so we don't get new guys.
7 So we're not constantly training anybody. And we are all U.S.
8 boats, and we all have the same rules. So no, we don't have any
9 training. We don't have any paperwork that they got to read or
10 whatever.

11 MR. THOMSEN: How many people would typically be involved
12 with hot work?

13 MR. CILEU: With the whole thing? Well the guy welding, and
14 usually we try to get two people to watch them do the welding and
15 -- in case they see something that the guy who has a mask can't
16 see.

17 MR. THOMSEN: So two people on fire watch.

18 MR. CILEU: Yes.

19 BY LT [REDACTED]:

20 Q. Is that written anywhere?

21 A. No.

22 Q. That's just how you guys like to do it?

23 A. Yeah. That's just been a custom, you know. We fish a
24 certain way, you know. Everybody does that same thing to catch
25 fish. Everybody does the same thing to do welding.

1 Q. Is there anybody that is responsible for ensuring that
2 they're doing that welding -- this unwritten policy that you're
3 speaking of, is there anyone that -- whose job it is to walk
4 around and make sure that they do have two fire watches or
5 anything like that?

6 A. Well usually not, I mean, but they are down below all day
7 long. So they -- when they go by there and they don't see it,
8 then they make sure to get the guy down below. Sometimes he goes
9 upstairs to the galley. Sometimes he goes to the bathroom or
10 something. And they want to make sure that the guys are there
11 watching. So if they walk by and they don't see nobody, then
12 they're supposed to tell somebody to get, to get their butt down
13 there.

14 Q. So there's nobody that -- there's no one that is responsible
15 for overseeing any welding operations?

16 A. Not on a simple job like patching up holes, no. If it's a
17 big job where you do something technical -- but when it's just a
18 small hole that they're putting a patch on --

19 Q. What about replacing sections of beams and things like that?
20 Would that be considered a large job or a small job?

21 A. That's a large job but it's a simple job. It's nothing
22 technical.

23 Q. Because that's what was taking place on that day.

24 A. Yeah. I mean, like I said, it's just -- it's a job that's
25 bigger than normal, but it's not -- nothing that the chief or the

1 assistant has to constantly look at to tell them what to do.

2 Q. Then you didn't know that there was, there was structure --
3 beams and things that were being replaced that day?

4 A. No. No.

5 Q. Okay.

6 MR. THOMSEN: Itchy, you said you heard alarms. What were
7 the alarms?

8 MR. CILEU: Just some noise going off. I don't know where
9 they were coming from. I just ran to the galley area, and I see
10 the guys running around. And guys are telling me there's a fire,
11 stuff like that. I don't know where the alarms were coming from.

12 MR. THOMSEN: Was the mate on board?

13 MR. CILEU: No.

14 MR. THOMSEN: Was there any general alarm or notification of
15 the fire on the PA system?

16 MR. CILEU: No, because when I, when I came down, the fire
17 was just getting out of hand. I thought my job was to be
18 basically -- since everybody was already awake, everybody was on
19 the boat that was working on the boat, I decided just to see if I
20 can stop the fire before pushing the alarm button.

21 BY LT [REDACTED]:

22 Q. You tried to see if you could stop the fire?

23 A. I helped with the hoses.

24 Q. I see.

25 A. I didn't, I didn't hold the front of the hose, but I held it,

1 you know, moved it around a little bit in and out as the guys
2 needed it.

3 Q. Where was the, where was the fire at? The first fire -- the
4 first little fire that you saw, where was it? What location was
5 it in?

6 A. Well the guys were in that first entryway to the galley.

7 Q. Okay, so the fire was in the galley.

8 A. No, no. Just that door opens, and the first room you see is
9 the galley. And they were in that area.

10 Q. They were, they were using water?

11 A. The second time, they were using water. The first time, it
12 was CO2s until they ran out. And then they started putting water.

13 Q. And they were in the galley using --

14 A. No. No, they were in the hallway.

15 Q. They were in the hallway.

16 A. I just call the galley area.

17 MR. HALL: (Indiscernible) there's a small locker right
18 beyond -- a small pantry area. A lot of times, it's just like a
19 paint locker. They got a couple SCBAs or deck gear or something.
20 It's just about the size of your closet.

21 LT [REDACTED]: All right.

22 MR. HALL: But that was full of paper, right?

23 MR. CILEU: It's paper -- it's the dry goods store. Not
24 store, but storage.

25 LT [REDACTED]: Frank?

1 MR. THOMSEN: So the fire's location was in the dry goods
2 store.

3 MR. CILEU: I didn't know that at the time, no. Because
4 there was so much smoke, and the guys were maybe 4 or 5 feet in, I
5 didn't know if it was in the chief's room or if it was in the
6 storage or if it was in the galley.

7 MR. HALL: They're all common bulkhead, Lieutenant.

8 BY MR. THOMSEN:

9 Q. Is there an air conditioning unit inside the dry store area?

10 A. I don't know.

11 Q. The reason why I ask, because a couple of crewmembers said
12 that smoke was coming out of the ventilation.

13 A. If I was to guess, which I don't like to do, I would say
14 there's probably one in every room. Especially a dry goods store
15 -- dry good area where there's, you know, food and stuff like that
16 and -- I would say that there's got to be an air conditioning.
17 But to be certain, I don't know.

18 Q. Do you know how many SCBA and fire suits you have on board?

19 A. No, I don't.

20 Q. Do you know the location of the SCBA and fire suits?

21 A. On this boat, I'm not really sure right now where they were.
22 I think they might have moved them or something. I'm not sure
23 where it was at. But I'm sure there was at least two, because we
24 got our sticker about 2 months ago, and we went through all that.

25 Q. You said seven to eight crewmembers were initially fighting

1 the fire. Were they fighting the fire in the location of the dry
2 goods store?

3 A. It was more in the hallway around that area, yeah.

4 Q. So you said the extinguishers were depleted.

5 A. I believe they were. By the time I got there, the guys were
6 spraying everything with it. And I believe they were empty,
7 because they were starting to take the hose out of the fire locker
8 there by the winch. And I assumed that the stuff, the CO2s, were
9 gone.

10 Q. You know who these individuals that were initially fighting
11 the fire?

12 A. Well I don't know every single one of the guys. The whole
13 crew was on board at the time. Seventeen guys. So it would be
14 hard for me to figure out, but I know the deck boss was. Maybe
15 Vincent was there too, but -- Elvin (ph.), maybe. The cook. But
16 the rest of the guys -- it was just too much of a panic, things
17 going on.

18 Q. Do you know on your station bill who normally would be
19 donning the SCBA fire suits and responding to a fire?

20 A. No, I don't.

21 BY LT [REDACTED]:

22 Q. Do you have a station bill?

23 A. We do on board the boat. In the hallway. And I think we got
24 one up in the pilothouse.

25 Q. But you don't know what the station bill says?

1 A. No.

2 Q. Does anybody know what the station bill says?

3 A. I would say that the guy who fills it out probably knows
4 where it's at and where -- how many we got and stuff like that. I
5 don't know.

6 Q. But the crew that, the crew that's on there, that's
7 responsible for doing various tasks on the station bill, they
8 don't know, they don't know what it says?

9 A. They should. I mean, it's posted in the hallway or in the
10 galley. I'm not sure which -- where it was at. But there's one
11 posted in the hallway or the galley, and there's one up in the
12 pilothouse.

13 MR. THOMSEN: During the fire when they were responding, was
14 anybody using the fire suit, SCBA?

15 MR. CILEU: No, it was just -- by the time I got there,
16 Frank, it was so full of smoke, and no -- you know, I don't think
17 anybody wanted to go in the hallway or go, or go put it on. There
18 was just -- you know, I never seen anything like it, really. I
19 mean, it went up so quickly that I was afraid, really, for my
20 crew.

21 LT [REDACTED]: The living area, are -- is there wooden, is
22 there any wooden panels or things like that? Like, you know, the
23 staterooms, is there wood -- was it wood paneling, or was it a lot
24 of wood accents and things like that?

25 MR. CILEU: A lot of wood. You know, all the, all the

1 bedrooms for the crew, all the bunks, and all the closets where
2 they put their stuff in. And upstairs, I can speak for is all
3 cabinets and wood.

4 MR. HALL: Yeah, it's a 35, 40-year-old boat, so most of it's
5 plywood and paneling. It's not the prefab honeycomb panels or
6 something that --

7 BY MR. THOMSEN:

8 Q. From the time -- 11:30 was when you said that the fire -- you
9 became aware of the fire.

10 A. Yes, around there.

11 Q. How long were you combating the fire before you made a call
12 to 911?

13 A. I didn't make the call. I told Vincent to call 911, which he
14 did.

15 Q. How long after you -- when you first found out about the
16 fire?

17 A. Right away.

18 Q. Right away.

19 A. Right away. I knew that we needed help. So I told Vincent
20 to have those guys come. They're right next door, so I thought
21 that they could help us.

22 Q. And it took -- they were only about 200-something yards away
23 from the dock --

24 A. That's correct.

25 Q. -- from where you were at.

1 A. That's correct.

2 Q. And it says here it took them 30, 45 minutes to arrive?

3 A. Yes. It was a long time. They didn't come right away.
4 Because you know, I was hoping they'd come faster and I was -- you
5 know, time goes real slow, I guess, but I was hoping that they
6 would show up soon.

7 Q. And who gave the order to evacuate the vessel?

8 A. The fire department.

9 Q. And for on board the vessel, who gave that order to comply
10 with the fire department?

11 A. I made sure that all my boys were out. So I went to the
12 ladder and made sure that I told all the guys. They all, they all
13 came out. I told the, I told the assistant, Nelson, go check the
14 engine room; make sure that the door was locked. He said he had
15 locked it, but only with two dogs. So I told him, well, we're
16 still okay; go down below and make sure that all the dogs are
17 locked. I sent two guys with him in case. And then they all came
18 back up, we got out of the ladder, and then all my boys went to
19 the main building there at the customs.

20 Q. At any time when the fire department arrived, was the fire
21 ever brought down, brought under control?

22 A. At one time, I thought it was under control when the aviation
23 guys came. Because they actually went inside the pilothouse. And
24 they're really good people. I mean, they know what they're doing.
25 They came equipped. They came trained. They came with a lot of

1 gusto to get rid of the fire. So I thought at one time there
2 wasn't that much smoke. And then I thought, well, okay, we're
3 okay. And then all of a sudden, maybe another 15, 20 minutes, it
4 flared up with flames all over. The same place where I thought
5 there wasn't any.

6 Q. So when you, when you thought that they brought it under
7 control, did they pull out completely?

8 A. No, they stayed outside and they kept throwing water against
9 the pilothouse and against the netting up on top. We had netting,
10 spare netting, that was up in the helicopter deck. And they kept
11 shooting water on that.

12 Q. You also said -- how long was the local fire department on
13 scene before you made the call to call ARFF?

14 A. ARFF?

15 Q. The airport response.

16 A. I didn't. A friend of mine, Sulup, did it.

17 Q. Sulup?

18 A. Um-hum.

19 Q. How long, how long after they -- how long was the FPD, local
20 FPD, there before Sulup made that call?

21 A. Gosh. I don't know. Maybe an hour, an hour and a half? I'm
22 not sure.

23 Q. And how long did it take for ARFF to arrive on scene?

24 A. Well they came real fast. I don't know how long. But
25 they -- I'd say 15 minutes, 20 minutes, they were there.

1 Q. And how many personnel from ARFF? Because I noticed I didn't
2 see no -- because ARFF would drive the yellow vehicles, but it was
3 only red, local FPD that was on scene --

4 A. They came in the truck. A white truck.

5 Q. White truck?

6 A. Guys in the back, and they -- the chief, the head guy. I
7 mean, he asked me for a plan. I sent one of my crewmembers to get
8 a plan that was on top of the helicopter deck in a cylinder. And
9 he brought it down. We gave it to the chief. We looked at it.
10 The chief asked me for questions, where the openings were, where
11 all the doors were. And I told them the easiest way would be the
12 one -- the door -- the starboard side, because they've been -- the
13 boats were spraying water there for a while. The tugs. And then
14 I told him that'd be the easiest way to get inside, and he said
15 okay. And then we met another half an hour later, and I told him
16 there was a door on the other deck in the bow that he could go
17 through the hallway. And then he took off right to that.

18 LT [REDACTED]: Roy, you have any questions?

19 MR. HALL: No.

20 BY LT [REDACTED]:

21 Q. I'd like to, I'd like to ask a little bit more about this
22 fire watch if you don't mind, Itchy. So you said it's unwritten
23 policy that there should be two fire watches?

24 A. That's what we try to get. Two fire watches, and the guy
25 that's doing the welding.

1 Q. Who typically is going to be responsible for doing the fire
2 watches?

3 A. They pick a crewmember that's usually not doing anything or
4 whatever. You know, that's not as trained as somebody else that's
5 doing something else.

6 Q. And the day of the incident, who was chosen to be the fire
7 watch?

8 A. At that day, I didn't know. But today, I understand that
9 there was about three or four guys there, including Para, Anthony
10 and -- there was two other guys named -- I call them Indian. And
11 there was about seven guys down there.

12 Q. So who's responsible for, kind of, putting together the --
13 typically putting together, you know, the welding team and the
14 fire watch and all that? Whose job is that, typically?

15 A. I would say it would probably be the welder himself or the
16 assistant, but I don't know.

17 Q. You're not sure who's in charge?

18 A. Not sure. No.

19 Q. Is there any -- I'm just trying to figure out, during normal
20 operation, as the day starts, just formally, whose job is it
21 typically to do -- to set up the welding and the, and the fire
22 watch and all that? Is there, you know -- like, would the captain
23 be in charge of that typically, or were you not sure who's in
24 charge of any of that?

25 A. The captains don't do nothing. The boat arrives. The next

1 day, he's gone. Coming back, he arrives. The boat's gone. He
2 really doesn't do much of anything.

3 Q. So it wouldn't be the captain. So who would it typically be?

4 A. I'd have to say the assistant or the chief, or somebody in
5 that department. Maybe the deck boss. Because what happens is
6 that sometimes the guys go out as oilers. The same guy might go
7 out as a deckhand, depending on who took a vacation off or who is
8 not on board. So let's say a guy named Joe, he's a, he's a
9 crewmember and he's -- there's another guy down below who's going
10 home. Well Joe knows about being the oiler, so we put him down
11 there. So it kind of changes what their position is. Not all the
12 time. I mean, not every trip or something. Maybe every year or
13 every 6 months. Whatever. He might be back down, or he might be
14 back up. So he'll have two bosses. He'll have the deck boss that
15 will do the deck, in charge of the deck. And then -- or he'll go
16 down below and it'll be the chief or the assistant.

17 Q. Do you keep a running log of -- a roster of who's on board
18 and who's not so that people kind of have an idea of just, you
19 know, accountability for, I guess, deciding who's going to be in
20 charge of what and doing what? Is there any kind of
21 accountability or roster or any kind of -- anything like that that
22 you guys use?

23 A. Well a crew list usually tells you what they do. But most of
24 the times, they go fishing. And they'll break up into teams.

25 Q. Well the crew list shows all the people that are assigned to

1 the vessel, but when the vessel's in port, I mean, all those
2 people -- all these people were on board during -- the captain
3 wasn't there, so what --

4 A. No, those 17 were.

5 Q. Okay, do you, do you have a -- so do you keep a log or some
6 kind of accountability of who's on board?

7 A. Well I know by the crew list who's on board.

8 Q. Okay. So as people leave, you just --

9 A. I also make their plane reservations, so I know who's there
10 and who's not.

11 Q. Well the reason why I ask is there was a contractor down in
12 the engine room, and he's not on this.

13 A. Oh, yeah. We picked him up in Samoa because he took a trip
14 off. He went and took a trip off, and he wasn't on the list.
15 That is the coming home list.

16 Q. But is there an import list when there's work being done --

17 A. No.

18 Q. -- and the vessel's moored up?

19 A. No.

20 Q. Okay. So people can just kind of come and go on the vessel
21 and there's no real -- there's no accountability of who's on
22 board?

23 A. No, no, no. You're on the crew, you got to be there, unless
24 you go to the deck boss, chief or assistant or me and tell me,
25 hey, I got to go to the doctor's, I got to go to get my

1 immigration papers; I'm going to be gone for 3 or 4 hours. So
2 that's the accountability. They cannot just take off.

3 Q. So just -- excuse me if I, if I forgot to ask, but can you
4 just kind of tell me what your, what your specific role is on the
5 vessel? I know you kind of were apart, and you know, and you do
6 all that kind of stuff. Could you just kind of go through all
7 the, all the responsibilities you have as your -- for your
8 position?

9 A. Well I think my main position is to unload the boat, get it
10 ready to go out to sea, get the parts, coordinate when -- take out
11 the dirty oil, bring the lube, coordinate all that stuff. And pay
12 the crew, give them advances --

13 Q. You do logistics and pay and things like that?

14 A. Yeah. I do all that, and make sure that the boat's ready to
15 go out.

16 Q. What about daily operations? Are you in charge of any of
17 that?

18 A. Not really. Not really. Basically the chief's in charge, or
19 the assistant down below. And if the, if the chief's not here,
20 then he usually -- I'm not sure if he did it this trip or not. He
21 gives a list to the assistant and says, I want this list done
22 before we go out.

23 Q. Where was -- was the chief engineer on board?

24 A. No, he got a -- I had a chief engineer until Monday. And I
25 had to send the other chief back home because he had a root canal,

1 and they couldn't do it over here because it was oral surgery.

2 Q. So who was responsible for doing -- for overseeing daily
3 operations with them not there?

4 A. Till Monday night, it was Angelo Canapah (ph.). I hired him.
5 Then he left to San Diego --

6 Q. Wait, who is that?

7 A. He's not on the list.

8 Q. He's not on this list either?

9 A. Because he's an independent contractor which I hire. He's a
10 local guy that's been a chief engineer for about 60 years.

11 Q. So he was formally in charge of all daily operations.

12 A. In the engine room.

13 Q. In the engine room. What about in the other parts of the
14 vessel?

15 A. I would -- if I have to move the boat or do stuff like that,
16 I would get somebody to move it.

17 Q. Not moving the boat. I mean just the maintenance and
18 operations when the vessel was moored up.

19 A. That would probably be me --

20 Q. It would be you.

21 A. -- for the top, for the top section. I never really get
22 involved with the bottom.

23 Q. Okay. So the welding that was taking place on the wet deck,
24 would you have been in charge of that?

25 A. No.

1 Q. That's not considered operations or --

2 A. That is, but it's not my department. There's other people
3 who I trust, who I pay for to take care of that.

4 Q. And who was in charge of it that day, then? Since you're in
5 charge of paying those people, who would be in charge of
6 overseeing --

7 A. I would assume, I would assume it would be the assistant.

8 Q. The assistant engineer? When he was on board?

9 A. Yes.

10 Q. Okay. Nelson Eborra.

11 A. Correct.

12 Q. Okay.

13 LT [REDACTED]: You have any other questions?

14 MR. THOMSEN: One more question. So in the event of an
15 emergency on board, who would be in charge of that on board the
16 vessel, since the mate and the master was not on board?

17 MR. CILEU: It would be me, or it would be the deck boss.
18 And of course, down below would be the assistant. We kind of cut
19 sections.

20 MR. THOMSEN: Did the master pass any vessel mandatory
21 requirements, like sounding general alarm, doing the notification
22 if there's an emergency on board?

23 MR. CILEU: Well I know, I know most about that because I've
24 done safety tests before. So no, I never see the -- usually I
25 don't see the captain. He's in and out one day, and he's not

1 really involved with anything in port. He might ask me to fix
2 some radios or make sure that the sonar gets done on the radar,
3 and make sure that everything in the pilothouse is working. He
4 gives me a list. But otherwise, he's gone.

5 MR. THOMSEN: (Indiscernible) questions.

6 LT [REDACTED]: Okay. Roy, you got any questions?

7 MR. HALL: No, I don't.

8 LT [REDACTED]: David, do you, do you have any questions?

9 MR. FLAHERTY: No, not at this time.

10 LT [REDACTED]: Okay. Do you have any questions, Ward?

11 All right. All right. So we're going to go ahead and
12 conclude this interview, unless anyone has any objections.

13 Thanks, Itchy, for --

14 MR. CILEU: You're welcome.

15 LT [REDACTED]: -- your, for your time. I'm going to go ahead
16 and hit stop on the recording.

17 MR. CILEU: Okay.

18 (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 FISHING VESSEL
 JEANETTE OFF THE COAST OF PAGO PAGO
 DECEMBER 5, 2018
 Interview of Italo Julio "Itchy" Cileu

ACCIDENT NO.: DCA19FM010

PLACE:

DATE: December 7, 2018

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



Transcriber