

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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FIRE ONBOARD *SPIRIT OF NORFOLK* *

NEAR NORFOLK NAVAL STATION, *

Accident No.: DCA22FM022

VIRGINIA ON JUNE 7, 2022 *

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Interview of: LAWRENCE SULLIVAN, Towing Vessel Master
Rosemary McAllister

Virginia Beach, Virginia

Saturday,
January 28, 2023

APPEARANCES:

CDR RANDY WADDINGTON, Lead Investigating Officer
Chief of Analysis and Compliance Division
United States Coast Guard

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I N T E R V I E W

(10:26 a.m.)

1
2
3 CDR WADDINGTON: The time is 10:26. The hearing is now in
4 session. At this time, I call Captain Larry Sullivan, Master of
5 the McAllister Towing Vessel *Rosemary*. Lieutenant [REDACTED] will
6 administer you oath and ask you some preliminary questions. Thank
7 you.

8 LCDR SELECT [REDACTED] Mr. Sullivan, go ahead and turn on your
9 microphone for me. Turn on your microphone. There's a button
10 here in front of you. Thank you.

11 THE WITNESS: It's on.

12 LCDR SELECT [REDACTED] Okay, please stand and raise your right
13 hand.

14 (Oath administered)

15 LCDR SELECT [REDACTED] Please be seated. Please state your
16 full name and spell your last name.

17 THE WITNESS: Lawrence Sullivan, S-u-l-l-i-v-an.

18 LCDR SELECT [REDACTED] And, sir, are you represented by counsel
19 today?

20 THE WITNESS: I am not.

21 LCDR SELECT [REDACTED] Please tell us what your current
22 employment and position.

23 THE WITNESS: Tugboat captain for McAllister Towing of
24 Virginia.

25 LCDR SELECT [REDACTED] And what are your general

1 responsibilities in that job?

2 THE WITNESS: Overall operation of the tug, maintenance,
3 preservation, crew.

4 LCDR SELECT [REDACTED] Can you briefly tell us your relevant
5 work history?

6 THE WITNESS: I have completed 24 years in the U.S. Navy, the
7 last eight of it being (indiscernible) tonnage harbor dock and
8 pilot. Retired in 2003. Got all my Coast Guard credentials and
9 went back to work in 2004 for McAllister Towing of Virginia.

10 LCDR SELECT [REDACTED] What is your education related to your
11 position?

12 THE WITNESS: As far as high school or the courses for the
13 Coast Guard?

14 LCDR SELECT [REDACTED] Those are relevant, yes, a high school,
15 college, any courses.

16 THE WITNESS: Graduated from high school in 1979 and joined
17 the Navy September and went to Clackamas Community College in
18 Historia for celestial (indiscernible) but basically the
19 navigation after I retired out of the Navy.

20 LCDR SELECT [REDACTED] Do you hold any professional licenses or
21 certificates related to your position?

22 THE WITNESS: Yes, I do.

23 LCDR SELECT [REDACTED] And what are those?

24 THE WITNESS: 1600 Oceans, Master of Towing Oceans.

25 LCDR SELECT [REDACTED] Thank you. LCDR [REDACTED] will now have

1 follow-up questions for you.

2 INTERVIEW OF LAWRENCE SULLIVAN

3 BY LCDR [REDACTED]

4 Q. Captain Sullivan, thank you for being here. And as we ask
5 you questions, if you need a break, just let us know. All of my
6 questions are related to the period up to June 7th, 2022, unless I
7 specifically ask you about a later date. For the record, at the
8 time of the incident, Captain Sullivan was the captain of the
9 *Rosemary McAllister*. Captain, there's an exhibit binder in front
10 of you. The recorder, Lieutenant [REDACTED] will also pull up any
11 exhibits on the monitors throughout the room.

12 And the marine industry uses an extraordinarily large number
13 of acronyms, so please try to refrain from using acronyms. And if
14 you have to, just kind of tell us what it means.

15 We're going to break your testimony into two parts today,
16 one, your experience as a tug captain and the operation of your
17 tug in general, and then the events of June 7th, 2022.

18 So can you just tell us -- I know you went through a little
19 background information with Lieutenant [REDACTED] but how long have
20 you been a tugboat captain?

21 A. Since 2005.

22 Q. And how long -- oh, go ahead.

23 A. It is considered a craft master in the Navy when I ran
24 tugboats in Groton, Connecticut.

25 Q. And how long have you done that?

1 A. Tugboats?

2 Q. Mm-hm.

3 A. 23 years total.

4 Q. And how long have you worked on the *Rosemary McAllister*?

5 A. Since it was new, 2018.

6 Q. I'm going to ask Lieutenant [REDACTED] to display and pull up
7 Coast Guard Exhibit 001 and go to page 10. This is the principle
8 vessels assisting the firefighting and response that the Coast
9 Guard put together. Starting with the *Rosemary McAllister*, can
10 you kind of describe and talk us through the vessels?

11 Were these the vessels that you worked with on scene that
12 rendered assistance to the *Rosemary McAllister* in terms of
13 maneuvering and firefighting capabilities? Can you kind of
14 describe your vessel there and then go into all the other vessels
15 that you saw out there that day?

16 A. Okay. We are FiFi 1 certified on the *Rosemary McAllister*.
17 We have two fire pumps, both which can pump 7,000 gallons a
18 minute. On that day, we only used -- both of them were running,
19 but we only used one of them for cooling. The tug itself is 6,772
20 horsepower, and it's crewed by myself and four others, the chief
21 engineer, two deckhands, and the other boat, the top left, is the
22 *Condor*.

23 I went down to Ft. Lauderdale to pick that one up. It's a
24 charter. I brought it up into the harbor, and my mate they
25 qualified as -- they bumped him up to captain, and he went to the

1 Condor. And he's just -- he has a fire in general service pump
2 and one fire main forward. And I believe that's 600 horsepower.
3 It's not a lot, but -- and the other tug next to it, the
4 intercoastal marine, I believe it's *The Challenger*, he just
5 happened to be in the area, and he got on the quarter with a line
6 up which was very helpful to get it out of the middle of the
7 channel. We took everything to the greenside for an outgoing ship
8 that happened to lose power.

9 *The Fort Bragg* is the marine boat from the Navy base. It's a
10 fill in. They have six of them that are stationed there at the
11 NOB, the Norfolk Operations Base. I don't know much about that
12 boat, but it's 4,000 horsepower. And then the other one at the
13 bottom is a crew boat that helped pin *The Victory Rover* while they
14 were cross-decking the passengers off the *Rosemary McAllister*
15 which was very helpful.

16 Q. And when you were describing the *Rosemary McAllister*, did you
17 say DP at one point? What does that --

18 A. The what?

19 Q. Did you mention the words DP for the *Rosemary McAllister*? I
20 couldn't hear.

21 A. (No audible response.)

22 Q. Prior to June 7th, 2022, can you talk about any incident like
23 the *Rosemary McAllister* similar to the fire and the evacuation
24 that day that you were directly in in the past?

25 A. As far as rescue and assistance?

1 Q. Correct, yes, sir.

2 A. Only in training.

3 Q. And that was one of my next questions to talk about,
4 training, but have you ever been involved in a tabletop marine
5 firefighting exercise or drill?

6 A. Yes, we had one. It was almost a year ago.

7 Q. Can you kind of describe that?

8 A. Everyone was -- everyone was called in for, I believe it was
9 a spill in the harbor.

10 Q. So was that like a port exercise with the emergency responder
11 personnel?

12 A. Right.

13 Q. Okay, and the *Rosemary McAllister* itself was involved in
14 that?

15 A. Yes, they had -- they had all -- there were four tugs from
16 *McAllister* that was in that scenario.

17 Q. Prior to June 7th, 2022, were you aware of Virginia's
18 Maritime Emergency Response Team also known as MERT and the
19 functions and capability of them?

20 A. Yes, ma'am. Annually, we normally have Mr. Bill Burket on
21 the tugboat, lucky me, for the harbor fest, and we put their fire
22 pumps on the back deck. But since *The Rosemary* showed up
23 (indiscernible), we just use *The Rosemary's* for the harbor fest.
24 But, yes, we've worked with Mr. Burket and the MERT team several
25 times.

1 Q. And have you received any other marine maritime firefighting
2 training or mass evacuation training and talk about how that
3 helped you respond to the *Rosemary McAllister* fire?

4 A. It's expired now, but my last tour from 2000 to 2003 in Key
5 West, Florida, they sent me to school to be the on-scene commander
6 for incidents. And that helped that a lot, having that general
7 knowledge in my back pocket. I hadn't used it in years, but it
8 was myself and a gentleman from public works. If he left the
9 island, I was there, and if I left the island, he was there to
10 make sure. But other than that, that on-scene commander course
11 for spill response. In Boca Chica at mile marker 8 is where you
12 also had the airfield for major spill incident training also for
13 the aircraft.

14 Q. Can you kind of describe that a little more, how that helped
15 specifically? Was it like -- did it help with communications or
16 terminology? How did that help, that training help, with this
17 event?

18 A. I kept everyone calm and basically in that event, it was
19 who's going to call the ball and be the on-scene commander, which
20 seeing I had the bigger cannons, actually the cooling and had a
21 line up on the *Rosemary McAllister* just to control it. All the
22 other boats, I basically told what to do.

23 Q. So preapproval from your company to respond to a maritime
24 emergency might be critical in, say, a response time. Can you
25 talk about that, and as a follow-up, did you have preapproval to

1 respond to this case?

2 A. Yes, when my chief engineer noticed the heavy smoke coming
3 out of it, we fired up, and I called my dispatch, 436, and
4 requested emergency underway, and she granted it. And then made
5 the appropriate phone calls and let the ops manager and the
6 general manager know.

7 Q. And does your company have a written, plan, manual or
8 procedure for responding to maritime emergencies on other vessels
9 or shoreside facilities?

10 A. Yes, they have a --

11 Q. Is it a written plan, a verbal plan?

12 A. It's a written plan.

13 Q. And looking at the people that, to give you an example, that
14 had to be evacuated from Lower Manhattan on 9-11, tugs carried 10s
15 of 1,000s of people to safety. Can you talk about any exercises
16 or training where there may have been a discussion about the
17 capacity of your tugs to take aboard many people and get them to
18 safety? Have you ever discussed that with your company, the
19 possibility that you may be involved in something like that?

20 A. They were the lessons learned from New York because a lot of
21 the McAllister tugs in New York did just that.

22 Q. And what were some of those lessons learned?

23 A. Basically, all McAllister's tugs have a lot of extra
24 lifejackets on board just in case. Not 50 or 60 like you would,
25 you know, emergency evacuation like that, but we normally each tug

1 has at least 15 or 20 extra lifejackets that we put -- like on *The*
2 *Rosemary*, it's underneath the bench seats in the galley.

3 Q. So life or death, how many people would you be able to take
4 aboard your tug if the situation called for it?

5 A. As many as we could pack in there at the moment.

6 Q. So as a master, would you ask permission or would you just do
7 what you had to do to take people on?

8 A. The office would know.

9 Q. So we're going to kind of shift to the scene on the June 7th,
10 2022. Can you kind of just take us through that day from when you
11 became aware of the fire, and tell us as much detail as you can,
12 what you did, what you saw, your interactions, up until you were
13 released from the incident? And you can take a moment to just
14 gather your thoughts if you need.

15 A. Had a summary of events written down and left it in the
16 truck. We got underway, and we were literally maybe 200 yards to
17 the south of the *Rosemary McAllister*, which was right off the Navy
18 base. And the chief had already gone down when he fired up the
19 main engines and lit off the fire pumps because it takes a while
20 for them to build pressure and to open the sea gates and stuff
21 like that.

22 But we arrived on scene. I had hit the general alarm when we
23 were off the pier and announced that the *Rosemary McAllister* was
24 on fire and it's a rescue and assistance. So the rest of the crew
25 got up, mustered in the wheelhouse. We told them our game plan.

1 We're going to grab a line up on the bow and control it and
2 provide the water curtain for cooling, is what we did.

3 Then as others showed up, *The Condor* was right behind him,
4 and the GM showed up, but *The Condor* was toward the back. He had
5 his fire monitor going. And then I didn't see *The Challenger* on
6 the other side, then he piped up on the radio. And we all went to
7 channel 14 because I knew the Navy base monitored channel 14 VHF
8 radio to get off of 13.

9 And realized the wind was coming out of the south, so we kept
10 the nose, the bow of the boat, pointing south so all the smoke
11 wasn't going in the cabin of the vessel. And then when *The*
12 *Challenger* piped up and we were in the middle of the channel, and
13 we saw a ship coming north in the middle of the channel.

14 I backed the bow and had *The Challenger* come ahead easy, and
15 we slid everything over to the greenside of the channel, where the
16 green buoys are, closer to the Navy base. And at the same time, I
17 saw NOB, Virginia Beach Fire, they were all mustering on pier 4 at
18 NOB. So the MERT team, the Maritime Emergency Response Team with
19 Captain Burket, came with the small boats, and he said there was
20 too much smoke, that he couldn't engage the fire.

21 And at that point, that's when I requested for NOB, if I can
22 enter and put it right there. They were staged right there at the
23 north side of pier 4. If I can enter and let them fight the fire,
24 and the, I believe it was the dockmaster that piped up and said
25 that we're ready to receive you, and he was out there on the pier.

1 He was monitoring 14.

2 So one of -- one of the Navy's push boats, S -- I don't
3 remember the number of it, 22 or something, was hanging around.
4 And instead of using the GM, which I did once to just shove the
5 stern around, I brought it into the base and basically did like a
6 slingshot we used to do with the frigates or the CGs, with just
7 the headline. The GM nudged the *Rosemary McAllister* port quarter
8 to get it spinning, and then he backed clear, and I had the push
9 boat for the Navy stand by midship as we brought it toward the
10 pier.

11 And then right when I backed the bow of the *Rosemary*
12 *McAllister* to check the swing off, we came into the pier, right on
13 the fendering. Had the push boat come ahead half and pinned it.
14 Then my guys went, tossed lines to the *Rosemary McAllister* crew on
15 the pier. *Rosemary McAllister's* crew, by the way, was off. There
16 was no one on the boat when we took it in there. That's why my
17 guys went up on the bow to toss lines to the NOB line handlers.

18 And then I turned it over to the on-scene commander, the fire
19 chief, and he rogered up with the dock master or pier master,
20 whichever they call them, and that's when I said I stand down. I
21 stand relieved, and I casted off and the push boat had to stay
22 there because they couldn't get a line on the stern of the
23 *Rosemary McAllister*, but they were going to work that out somehow
24 with their tugs. And that was about it.

25 And we -- when we stood down, we just went right back to

1 where we were, like 200 yards from it. We were at Norfolk
2 International Terminal Pier 3.

3 Q. Thank you. We're going to have some follow-up questions, and
4 you, since you had mentioned where you just came from, I'm going
5 to have Lieutenant [REDACTED] pull up Coast Guard Exhibit 010.
6 Captain you can kind of take a second to look at that exhibit, and
7 if it's easier to see in front of --

8 A. Oh, I know it very well.

9 Q. Okay. Can you kind of describe for us or show us -- I know
10 we don't have a laser pointer, but just kind of show up on or
11 describe where the *Rosemary McAllister* was moored and where you
12 departed to assist the *Rosemary McAllister*?

13 A. Okay, just to the south of the restricted magenta, there's a
14 pier, NIT pier 3. That's the basin just south of it. They call
15 it North Berth, North Berth 1 and 2 at Norfolk International
16 Terminal. We were on that west end of pier 3.

17 Q. And where approximately was the *Rosemary McAllister*?

18 A. *Rosemary McAllister* was up off pier 4, which you have 1, 2, 3
19 is where the submarines are. Pier 4 is the next one to the north.

20 Q. Okay.

21 A. They were between 4 and 5.

22 Q. And approximately how far to the left from pier 4 on this
23 chart, like in the channel there?

24 A. Oh, at one point we were in the middle of the channel, and
25 then we brought everything right over to the, basically, to the

1 green side where you're looking straight at the buoy line to the
2 west.

3 Q. Thank you. Approximately how much time did it take for you
4 to arrive to the *Rosemary McAllister* once you got --

5 A. Three minutes.

6 Q. Okay. And what were you doing at the pier prior to being
7 notified of the *Rosemary McAllister's* fire?

8 A. We were just standing by for our next job. We were about to
9 leave in 20, 30 minutes prior to the incident, we were going to
10 leave to go to Newport News for a coal ship and dispatch directed
11 other boats to it.

12 Q. And can you kind of elaborate? I know you talked about
13 preparing your crew, but can you describe to us how you prepared
14 your crew to depart to the scene?

15 A. The chief engineer went down and first both port and
16 starboard main engines up and both fire monitor engines, and I hit
17 the general alarm and woke the rest of the crew up which they
18 automatically got dressed and mustered in the wheelhouse.

19 Q. And how many crew members did you say had on board your
20 vessel?

21 A. Five including me.

22 Q. And how many other *McAllister* vessels responded to the
23 *Rosemary McAllister* fire?

24 A. The *GM* and *The Condor*, *The GM McAllister* and *The Condor*,
25 which is a -- it's a chartered boat from down in Fort Lauderdale

1 or sea (indiscernible).

2 Q. So once you arrived on scene near the *Rosemary McAllister*,
3 who was directing your operations a potential rescue or
4 firefighting vessel?

5 A. I was.

6 Q. So the evidence does indicate and just like you said that you
7 were personally coordinating the efforts. Is that a fair
8 statement, that you were solely coordinating the vessels on scene?

9 A. Basically, and then when the ship lost power and didn't have
10 steerage that was coming up from behind us, I directed *The Condor*
11 to go catch his port quarter and come ahead full because he was
12 literally going right for the Navy pier.

13 Q. Yesterday we learned that a deck with like a deck barge was
14 heading to the scene with the capability of taking persons on the
15 flat deck barge. Can you help us identify that tug?

16 A. I remember there was one in the -- that said I have a barge
17 available, but I don't -- I don't remember who it was because *The*
18 *Victory Rover* was like perfect timing being the crew boat that it
19 was.

20 Q. And can you describe your instructions as being in charge of
21 the marine assets on scene? Were those instructions general in
22 nature? Can you kind of give us an example?

23 A. Originally, *Victory Rover* wanted *The Condor* to pin him to the
24 -- and that was like the elephant in the strawberry patch. That
25 wasn't going to go work and that other little red crew boat showed

1 up to pin him which was a blessing because between the *Rosemary*
2 *McAllister's* deck and the *Victory Rover's* deck, there were a lot
3 of passengers, a lot of kids. They were like perfectly matched so
4 that they can just cross deck right over as far as their height
5 was. And that other crew boat that pinned *the Victory* over to
6 them. So you couldn't -- you literally couldn't tie up *The*
7 *Victory Rover* to the burning vessel. There were no cleats or
8 anything available anyway at the midship's area for disembarking
9 passengers.

10 Q. And can you kind of help us understand who you thought was in
11 charge of the overall operation of the evacuation and the
12 firefighting response once you arrived on scene?

13 A. Originally, I thought it was going to be Captain Burket from
14 the MERT team, but then he said that he couldn't engage the fire
15 because of smoke. I caught the ball after that one.

16 Q. And what radio channels were you operating on? I know you
17 had mentioned the Navy channel 14 I believe.

18 A. Yeah, VHF channel 14 was the one we shifted to because I knew
19 that their port control monitored 14.

20 Q. And were there any other radio channels or communications you
21 used?

22 A. We had channel 10 on, *McAllister's* VHF channel 10, 10 and 13,
23 but then we shifted to primary, and I was monitoring 13 and 14
24 instead of 10.

25 Q. And do you have any knowledge if any of those radio channels

1 were being recorded?

2 A. I know that 13 gets recorded. I'm not sure if the Navy
3 records 13.

4 Q. And does equipment onboard or in your office ashore record
5 any audio or video?

6 A. Yes.

7 Q. Audio and video?

8 A. No, just audio.

9 Q. Can you -- you mentioned Mr. Burket, can you talk about --
10 and you said that you originally thought he was going to be in
11 charge. Can you kind of talk, expand more on your interactions
12 with the Maritime Incident Response Team and Mr. Burket?

13 A. When they -- when they first showed up on team -- on scene, I
14 spoke with Captain Burket, and he was going to -- well, he did
15 engage the fire with the small boats, and then that's when they --
16 they had separate secure radios, so I didn't follow their
17 conversations. But he said they can't engage because of the
18 smoke.

19 Maybe because the -- I had the vessel, pulling it to the
20 south, so all the smoke went to the stern of the vessel instead of
21 in the companion way. So when his vessels went toward the back, I
22 guess they got inundated or something. I didn't see them back
23 there because of the smoke.

24 Q. Have you ever been on the *Rosemary McAllister* yourself, and
25 are you familiar with the layout of their vessel?

1 A. No.

2 Q. Lieutenant [REDACTED] I'm going to ask you to display Coast
3 Guard Exhibit 034 Tach 1. This is an exhibit, Captain, that shows
4 the trips of the *Rosemary McAllister* prior to June 7th date. And
5 you can see that on May 29th, if you can find that date, the
6 *Rosemary McAllister* had a cruise underway at midnight where there
7 312 persons on board and more crew than were on the accident
8 voyage. If the fire and evacuation on the *Rosemary McAllister*
9 would have happened at that time and date, how would you have been
10 able to coordinate the evacuation or would you have been able to
11 respond at all?

12 A. I still would have responded. I could have tugged as much as
13 possible and then cross-decked them to another vessel that came
14 alongside me. I mean, we can work something out. You always do
15 in an emergency or try to. But 300 people, whew. That's a -- in
16 my opinion, that's a lot of people for that size vessel.

17 Q. What are the hours, what are your hours? So are you -- is
18 *The Rosemary McAllister* manned at all times?

19 A. Yes, ma'am. We're a 24-hour boat.

20 Q. So in that realistic scenario that we just looked at, May
21 29th, when you arrived on scene on June 7th, were you prepared to
22 evacuate people from the *Rosemary McAllister* yourself if *The*
23 *Victory Rover* hadn't been there?

24 A. Yes, we set -- we set a set of stairs up on the bow. If they
25 came forward to the *Rosemary McAllister's* bow, we would have

1 cross-decked them onto our boat.

2 Q. And would that have taken multiple tugs to evacuate that many
3 people on the day of June 7th or --

4 A. No, they would have all fit. We could have put them in the
5 galley and on the 01 level behind the wheelhouse, some of them in
6 the wheelhouse.

7 Q. And were you aware of the number of children onboard the
8 *Rosemary McAllister* when you arrived on scene?

9 A. I did not -- that's why --

10 Q. And did you later find out?

11 A. Yeah, I shook *The Victory Rover* captain's hand and said thank
12 you very much. 83 they said were on board kindergartners.

13 Q. Go ahead. Did knowing that there were children on board, did
14 that change your plan to take any passengers if you had to?

15 A. No, we still would have evacuated them.

16 Q. When you arrived on scene, the actual firefighting efforts
17 themselves on the water, who was directing that?

18 A. I was but the chief engineer, he was right there. We have a
19 joystick control for the fire monitors, he was right there
20 monitoring. As I maneuvered the boat, he kept it where -- the
21 fire curtain, if you say the cooling water, just above it where it
22 needed to be.

23 Q. And was anyone directing you of where to put the water on the
24 *Rosemary McAllister*?

25 A. Well, *The Victory Rover* asked us once to raise it so that the

1 passengers weren't getting drenched. So we just went up over the
2 boat a little bit, away from the entrance, while they were getting
3 the passengers off.

4 Q. And how did you know where to put the water on the *Rosemary*
5 *McAllister*?

6 A. Told the chief engineer.

7 Q. And how did you like -- was it certain areas you wanted to
8 focus on? Was it --

9 A. Just over the main deck and aft where the -- basically where
10 the heat was coming from, the smoke and fire. You didn't see a
11 lot of flames. It was more smoke billowing out of the vents.

12 Q. And can you -- would you have been able to use your fire
13 monitors and attempt to conduct your firefighting and evacuated
14 passengers at the same time?

15 A. We -- there's a clamshell on those monitors that we had to
16 use so it sprayed. We couldn't literally go to solid stream,
17 7,000 gallons a minute. You'd knock the windows out and you'd
18 hurt someone.

19 Q. And later was there ever an on-scene commander identified?

20 A. The Navy?

21 Q. For the incident itself?

22 A. I didn't get name.

23 Q. And you had mentioned just a second ago the throughput
24 capabilities. Can you kind of describe that and go into detail of
25 your nozzles onboard and onboard the other *McAllister* vessels that

1 were supplying water to the *Rosemary McAllister*?

2 A. It was *The Condor* sprayed for just not even five minutes, and
3 then back clear to go to that other incident, the ship. But it
4 was mainly just the cooling water from *The Rosemary's* starboard
5 nozzle at idle. We didn't even run -- it idles at like 1650 RPM
6 when you open the sea chests and the (indiscernible), and we still
7 have our -- the side ports open for the engine while it warms up.

8 Q. And what's the throughput of that nozzle?

9 A. The output -- 7,000 gallons a minute a full throttle.

10 Q. And you were at idle you said?

11 A. Yeah.

12 Q. I'm going to ask Lieutenant [REDACTED] to pull up Coast Guard
13 Exhibit 069. This is a video segment from the news that was put
14 together, and it's of the *Rosemary McAllister* being maneuvered to
15 the Navy pier. It's just a quick.

16 (Exhibit video played.)

17 Q. (Indiscernible) that the *Rosemary McAllister* would be pushed
18 to pier 4.

19 A. I got permission.

20 Q. From who?

21 A. NOB port control.

22 Q. And they told you which pier to take it to?

23 A. Yes.

24 Q. Okay.

25 A. Well it was a give me when everyone staged out there. I'd

1 never seen so much rolling stock in my life. It was all NOB and I
2 think Norfolk and Virginia Beach.

3 Q. And that's what we're seeing in that picture as well on the
4 pier?

5 A. Pier, yes.

6 Q. Did anyone release you from the scene after mooring the
7 *Rosemary McAllister* to pier 4? I know you mentioned that you said
8 you stand relieved, but did anyone release you, or you just --

9 A. It was the pier master standing right next to the, I believe
10 it was NOB's fire chief or their on-scene commander.

11 Q. And were any further instructions given to you by the
12 Maritime Incident Response Team, fire departments, or the Coast
13 Guard after you were released?

14 A. No.

15 Q. So we're going to shift a little bit to talk about the bulk
16 vessel that was -- had a propulsion casualty while you were
17 conducting your efforts with the *Rosemary McAllister*. So the bulk
18 carrier was headed up north on the Elizabeth River, and it
19 suffered a propulsion casualty and lost electrical power. The
20 engine and the steering, during the fire event as well, were you
21 aware at the time of the incident that *The Spar Lyra* suffered this
22 propulsion casualty?

23 A. Right about when we got to the green side of the channel, we
24 were sending it that way, is when we heard the Mayday from the --
25 it was the estate pilot that was on board saying I've lost

1 propulsion and steering.

2 Q. And that's how you became aware of that incident?

3 A. (No verbal response.)

4 Q. Did you ever hear about a Coast Guard -- the Coast Guard
5 establishing a waterway restriction around the *Rosemary McAllister*
6 fire scene?

7 A. Yes.

8 Q. Can you kind of go into that and what you heard?

9 A. No really, just scardy (ph.) call on 13.

10 Q. In the rules of the road, the (indiscernible) regs, there's a
11 whistle signal called the danger signal which is five or more
12 short blasts. Did *The Spar Lyra* sound any kind of whistle signal
13 that you can recall?

14 A. Yes.

15 Q. And can you describe that?

16 A. It was just rapid blasting of the horn but that was after his
17 literal Mayday. Looked back and saw him coming. He was -- he was
18 right in the middle of the channel, so -- and he was slowly headed
19 for the green side.

20 Q. Can you kind of estimate for us the distance that he was,
21 that *Spar Lyra* was from the actual incident site when he went by?

22 A. 180, 200 yards.

23 Q. And what actions did you or other McAllister's tugs take to
24 assist *The Spar Lyra*?

25 A. *The Condor* responded to that one and *The Fort Bragg*, I

1 believe, from the Navy base. *Fort Bragg* went to the starboard
2 bow; *Condor* went to the port quarter.

3 Q. And deciding who went where, was that also you as well
4 directing that, or did they pull off on their own?

5 A. Well, *The Fort Bragg* took off on their own. I said -- I told
6 *The Condor* go, but *The Fort Bragg* went also. They wanted to
7 transfer a Navy pilot onto the ship. I told her on 13 just get up
8 on the bow and push head full. You will be transferring on the
9 pier.

10 Q. So you were directing the on-scene vessels as well and their
11 response to *The Spar Lyra*. Is that a fair statement?

12 A. I would direct them when they were enroute going to push, but
13 other than that, the state pilot took care of that.

14 Q. Did that *Spar Lyra* loss of propulsion, steering, and
15 electrical power affect the current responses that were in place
16 assisting the *Rosemary McAllister*?

17 A. No.

18 Q. I know you had mentioned a Coast Guard broadcast. At any
19 point, did you hear any other general broadcasts, marine safety
20 information broadcasts, or anything about a safety zone in the
21 area near the *Rosemary McAllister* from the Coast Guard?

22 A. Not to my knowledge.

23 Q. And based on your extensive experience and training, we would
24 like to give you a minute to think about and tell us how we could
25 improve all the facets that we have just gone over with you and

1 make the crews and passengers safer on the waterway. Do you have
2 any suggestions on how that can be improved, how this incident
3 could have been improved?

4 A. It's just my opinion, but for the amount of passengers that
5 *Rosemary McAllister* had on there and because of its age, to have a
6 waiver not to have a fixed fire suppression system in the engine
7 room. I don't know that I'd want my kids to go on that vessel.
8 On a daily basis, if you're taking people out on joyrides and if a
9 fire breaks out and you have no fire suppression system whatsoever
10 but portables for the companion galley, there's nothing in their
11 engine room.

12 Q. Thank you, sir. That's all I had.

13 CDR WADDINGTON: Mr. [REDACTED] do you have any follow-up or
14 excuse me, any questions?

15 MR. [REDACTED] Yes, sir, Commander.

16 BY MR. [REDACTED]

17 Q. Once again, Captain, nice to see you. My name is [REDACTED]
18 [REDACTED] with the U.S. Coast Guard. I'm going to ask Lieutenant,
19 and it's not marked in your book, but I'm going to ask Lieutenant
20 [REDACTED] to pull up on the screen Coast Guard Exhibit 043 Tack 1.
21 These are images that show the principle response vessels. And
22 what you're seeing is one image there.

23 You see *The Victory Rover* made fast alongside, and you see
24 what appears to be a small crew boat, which I believe you've
25 identified as *The Ohio River* pushing to close the gap between the

1 Rosemary McAllister and *The Victory Rover*. Would that be correct?

2 A. Yes, sir.

3 Q. The tugboat with the monitor going that has the red brow
4 above the wheelhouse windows, can you identify that vessel?

5 A. Yes, that is *The Condor*.

6 Q. All right, thank you, sir. We'll pull that down. Just to
7 clarify, Ms. [REDACTED] asked you, when you described your vessel, you
8 described it as two initials. I think I heard D.P. like Delta
9 Papa, and then you mentioned the word certified.

10 A. No, FiFi, F-i-f-i.

11 Q. Could you explain what that means?

12 A. It is for L&G work. We have a deluge system, piping that
13 goes around the wheelhouse, and then also if you look at the
14 handrails, at the top of the handrails going around the house
15 itself, there's sprinkler heads there, too, also. And if the mast
16 was up, there's a pipe that goes up with two sprinklers that come
17 out.

18 And it's basically a fire curtain for the tugboat if by
19 chance you're exposed to extreme heat. Which when that system is
20 lit off, you have to go by radar because you can't visually see
21 anything. It is a very strong fire curtain for the tugboat. It's
22 FiFi, F-i-f-i class.

23 Q. Thank you. So you went to training to be an on-scene
24 commander with the Navy, I believe, down in the Key West area.
25 During that training, did they ever describe a situation where in

1 an event such as a fire, oil spill, or other emergency situation
2 there could be two incident commanders or two on-scene commanders
3 handling an event such a fire, oil spill, or other emergency?

4 A. What they taught me was whoever like the initial responder is
5 until relieved by higher authority, basically someone with my
6 technically advanced skills to take over as on-scene commander.

7 Q. So in your training --

8 A. I've never heard of two on-scene commanders. It's always
9 you'll assist or you'll be relieved by someone of higher
10 authority.

11 Q. Ms. [REDACTED] asked you about a preapproved plan or procedure so
12 that you could quickly make a call and then respond to an
13 emergency. And you described it as emergency underway. Based on
14 your knowledge, are there limitations to that? In other words,
15 you call and you say, hey, there's -- I want to get underway,
16 emergency. You call your dispatch, you explain the situation,
17 they give you permission to go.

18 Are there circumstances that might limit that like the nature
19 of the fire, the weather, or anything else, or is it like once you
20 make the request, do you expect them to go ahead and give you
21 permission to go ahead and respond?

22 A. No, that falls right under our safety management system. And
23 basically there's a -- there's a one page form of risk assessment
24 that you can literally fill out and say well, yay or nay. And
25 it'd be right up to the general manager to say, okay, the risk is

1 too involved or -- it's a case by case.

2 Q. Yeah, so you mentioned safety management system. How
3 important is that to operate a vessel on the waterways of the
4 United States?

5 A. Daily.

6 Q. I mean, how important is that to make --

7 A. You use it daily.

8 Q. Could you briefly describe what you think it is? In other
9 words, would I be wrong to say it is a framework for the safe
10 operation of your vessel?

11 A. Yes, sir.

12 Q. And do all your vessels have, all the vessels that you're
13 aware of in the McAllister fleet, are they required to comply with
14 the safety management system?

15 A. Yes, sir.

16 Q. And does someone audit that system to make sure you are
17 complying?

18 A. Annually, we have internal and external audits.

19 Q. So there's no confusion, the internal and external -- well,
20 let's talk about the internal audit. The internal audit of your
21 vessel's operations to ensure compliance with the safety
22 management system, who would do that?

23 A. Someone that corporate picks. There's three of them that I
24 know of, one from New York and two from down in Georgia area that
25 do all the McAllister ports.

1 Q. Would they be an independent contractor that comes in and
2 performs an audit and reports to the company if they saw any
3 deficiencies or areas of non-compliance?

4 A. That would be an external audit.

5 Q. And who would do that?

6 A. Normally, ABS, American Bureau of Shipping has been doing
7 them.

8 Q. So you've been around tugs a long time. There was a time
9 when there was no safety management system. In your professional
10 opinion as a mariner and a master of towing vessels, has the
11 implementation of a safety management system improved operations,
12 the safety of operations, onboard tugs?

13 A. Yes, sir. And prior to, you know, when the safety management
14 system was getting fine-tuned, we did have the -- remember the UT,
15 the Uninspected Towing Vessel stickers. We had a retired master
16 chief, Red, right here in Virginia, that I got to know. I think
17 he inspected like -- I got inspected by him like eight times on
18 different tugboats. But it was annual inspections that it seemed
19 like we had with him. I think the sticker was good for 24 months.
20 I'm not sure anymore.

21 Q. So on board your vessel, if you are either underway or at the
22 dock and a fire was discovered, what is the first duty and
23 responsibility of the vessel crew persons that were to discover
24 the fire?

25 A. Safety first. We'd have a brief. Hit the general alarm.

1 They come to the wheelhouse. This is the game plan. Then again,
2 it's all situational. What are you responding to? There could be
3 scenario after scenario.

4 Q. In the case of a fire, would it be fair to say once the fire
5 was detected that you would sound the general alarm?

6 A. Yes.

7 Q. So you had mentioned recording of Channel 13, that bridge to
8 bridge navigational channel, in response to the Commander's
9 question. Who records that channel?

10 A. I do believe Port Smith Coast Guard.

11 Q. And then your vessel recordings, the audio recordings, how
12 does that occur?

13 A. There's a little, they call it the blue box. It monitors.
14 It's plugged into both the radios, the VHF radios, and I believe
15 my TZ plotter.

16 Q. Which would be your chart plotter showing the position of the
17 vessel?

18 A. Correct.

19 Q. So I just have a final question related to your discussion
20 about *The Spar Lyra* for the visibility of the public. Lieutenant,
21 if you could pull up 006, which is an animation that the NTSB has
22 provided the investigation. This is displaying the response
23 activities clustered around the *Rosemary McAllister* during the
24 fire event. On the right side of the image, you see the channel
25 that kind of moves up in the northly, southerly direction. And

1 you mentioned the green side. That would be the right side as we
2 look at it here in this image. Would that be correct?

3 A. Correct.

4 Q. And now, Lieutenant, if you will turn on -- if you will turn
5 on the animation. Captain, if you'll describe -- you'll see a
6 vessel coming up from the south, would you describe that vessel?
7 Stop right there, sir. Does that appear to be the large, loaded
8 bulk carrier, *Spar Lyra*?

9 A. It does.

10 Q. Continue to play that, sir. Stop the animation, please. You
11 see two small grey objects that are proceeding towards the
12 northbound *Spar Lyra*. To your knowledge, based on what you're
13 seeing here, does it appear that that is time when the *Spar Lyra*
14 had lost lectical power, propulsion and steering?

15 A. Yes.

16 Q. And those two vessels are the ones you described? Continue
17 to play it, sir. Stop the animation please. There's another
18 vessel coming up on the stern. Do you have any idea? Was that a
19 tugboat, you think?

20 A. That's *The Condor* coming up on his -- he hasn't landed yet.
21 He's going to come up and land on that port quarter.

22 Q. So would it be safe to say that at least three vessels
23 departed the response scene to proceed to assist the propulsion
24 casualty onboard the *Spar Lyra* that occurred?

25 A. Correct. I don't know who that starboard quarter tug is. Of

1 course, they were out of my field of view at that point anyway.

2 Q. And just to clarify, have you seen evidences in the past, in
3 your experience on the waterway, where when an event occurs like a
4 propulsion casualty or a ship loses steering, the Coast Guard puts
5 in place a safety zone or waterway restriction to make sure that
6 nobody gets tangled up, so to speak, in a vessel like a vessel
7 losing propulsion?

8 A. Oh, yes, and we've had to escort them right out to Cape Henry
9 or escort them into if they're limited in their propulsion or
10 missing an anchor or missing a second radar. And I've heard the
11 security zones. They also have a security escort for all the
12 submarines that come and go. They call events, event alpha,
13 bravo, Charlie, delta, whatever. And they establish a zone, and
14 they put out that security zone on Channel 13.

15 Q. But in the case of propulsion casualties such as this, would
16 it be safe to say that there are usually safety zones?

17 A. Yes.

18 Q. So that's all I have, Captain. Thank you.

19 CDR WADDINGTON: NTSB, do you have any questions for this
20 witness?

21 MR. KARR: Thank you, Commander. Mike Karr with the NTSB.

22 BY MR. KARR:

23 Q. Captain Sullivan, up until the time you brought the *Rosemary*
24 *McAllister* to the pier, were any of the vessels that you were
25 working putting water into the vents on the *Rosemary McAllister*?

1 A. Now, *The Condor* was shooting towards the louvers back there,
2 but as far as putting water into the vessel, we were putting water
3 on the vessel for cooling on *The Rosemary*. But no, as far as
4 putting --

5 Q. So what were your orders to *The Condor* as far as their
6 firefighting efforts?

7 A. Cooling.

8 Q. And when you got to the pier and you met with the Navy
9 personnel, did you ever talk with the fire chief?

10 A. I didn't get -- I didn't go on the pier. I spoke on Channel,
11 VHF Channel 14, to relinquish control. And the dock master or
12 whoever the bosom was on the pier was with the fire chief who took
13 -- relinquished -- I relinquished control to. He says, I got it.

14 Q. All right, can you -- what were your -- can you recall your
15 words that you used?

16 A. (Indiscernible) I didn't get his name though.

17 Q. Can you recall the words that you used on the radio to
18 communicate that to the dockmaster?

19 A. Yeah, this is Captain of *The Rosemary*, Larry Sullivan,
20 relinquishing control to you as on-scene commander. And said,
21 Roger that, I have it.

22 Q. All right, and you were in -- how did you know that that was
23 the Navy dockmaster?

24 A. He said he was.

25 Q. Ah, thank you. As you were approaching the pier, was there,

1 or at any time, was there any kind of discussion as to what side
2 of the vessel to put alongside the pier?

3 A. Well, I was on his port side. So the only -- the only place
4 to put it was starboard side 2.

5 Q. I understand --

6 A. Yeah, without taking my line in and shifting sides. It
7 wasn't -- they didn't ask how they wanted the vessel tied up. I
8 just took it to the pier.

9 Q. All right. Thank you. You described your -- you know, we
10 were talking about *The Rosemary McAllister* is a 24-hour boat.

11 What's your area of operation? Is it just in Norfolk Harbor area?

12 A. Yes, we can go up the bay. Our normal routine is in the
13 harbor, either Newport News from the shipyard, James River fleet.
14 We take ships up there. We go down the southern branch. We've
15 got 2000 foot of 2 ¼ inch wire so we can do coastal response.
16 We've done several small boats that way. Other than that, we're
17 normally in the harbor.

18 Q. Your general knowledge of being in this area for a long time,
19 are there any other vessels, any other towing vessels similar to
20 you, that are just here in the harbor on 24-hour standby?

21 A. Similar in horsepower, yes.

22 Q. All right. Thanks, Captain.

23 CDR WADDINGTON: Bay Diesel, do you have any questions for
24 this witness?

25 MR. ABELL: I do not, Commander.

1 CDR WADDINGTON: City Cruises, do you have any questions for
2 this witness?

3 MR. DENLEY: I do, sir.

4 BY MR. DENLEY:

5 Q. Good morning, Captain Sullivan. My name's Eric Denley. I'm
6 with City Cruises. Really appreciate you being here. Just in
7 terms of kind of starting off, on behalf of City Cruises and the
8 *Rosemary McAllister*, we just really want to thank you and your
9 crew for rendering assistance that day. We greatly appreciate it
10 and greatly appreciate what you did.

11 I do have, you know, just a couple of questions that I'd like
12 to ask. You, I guess to start to off, have you ever worked on a
13 passenger vessel like the *Rosemary McAllister*?

14 A. I can't say I have.

15 Q. So all -- I think I recall from your testimony that all of
16 your, I guess experience, has been mostly on tugs.

17 A. I was raised at a boat yard out on Long Island, too, Hampton
18 Bay.

19 Q. You're a professional mariner (indiscernible) tugs?

20 A. Yes.

21 Q. In the Navy and then with McAllister?

22 A. Yeah.

23 Q. Okay.

24 A. I was a quarter master in the Navy. I did three western
25 Pacific cruises, too.

1 Q. Got it. You talked about uninspected towing vessels, I
2 believe. You talked about stickers, UTVs, I believe you said.
3 Okay, so what was a -- what was a UTV?

4 A. An uninspected towing vessel.

5 Q. And so when did the Coast Guard decide to make towing vessel
6 -- when did the Coast Guard make the shift from having tugboats or
7 towing vessels be uninspected to inspected?

8 A. When they came out with Chapter M.

9 Q. And do you know about when that happened?

10 A. It's being phased in. I believe about two years ago. Is
11 that about right?

12 Q. So up until a couple years ago, tugboats weren't even
13 inspected by the Coast Guard, is that correct?

14 A. They were uninspected tow vessels but they were being
15 inspected, yes.

16 Q. Did they -- did they receive certificates of inspection?

17 A. Yes.

18 Q. When they were uninspected?

19 A. Uninspected. You have a sticker right there in the window.

20 Q. So how can an uninspected vessel be inspected? Is a sticker
21 the same as a certificate of inspection?

22 A. No, when they came out with Chapter M, that's where they also
23 come out with the COI, which is the Certificate of Inspection.

24 Q. Got it. Do you know how long the Coast Guard has required
25 Certificates of Inspection on passenger vessels?

1 A. I wouldn't know.

2 Q. So the *Rosemary McAllister*, would you be surprised to know
3 that since it was built and constructed in 1992, it's been fully
4 inspected by the Coast Guard? So it's had its certificate of
5 inspection its entire operating life. Would that surprise you
6 or --

7 A. It would surprise me that it got away with not having a fixed
8 fire system in the engine room, which I don't know where common
9 sense come into play, but it'd be really good idea.

10 Q. Yeah, I'm just asking about whether the Coast Guard --
11 whether you were aware that the Coast Guard has inspected the --

12 A. I understand.

13 Q. -- the *Rosemary McAllister*.

14 A. But you're going with the COI saying that because you were
15 inspected you were safe.

16 Q. I'm not saying that. I'm just saying that the Coast Guard
17 inspected it.

18 CDR WADDINGTON: Hey, can we tighten this line of questioning
19 up a little bit and stay on scope, please.

20 MR. DENLEY: I will -- I will, sir.

21 BY MR. DENLEY:

22 Q. So how many -- you commented earlier about how many towing
23 vessels or tugboats were in the general Hampton Roads area,
24 Norfolk. I believe you said Newport News, Port Smith. Can you
25 estimate, like, how many tow boats or tugboats are in the harbor?

1 A. How many tow boats are in the harbor for Hampton Roads?

2 Q. Yeah.

3 A. At any given time?

4 Q. Any given time.

5 A. Forty-ish, they come and go.

6 Q. Okay, and how many, Captain, would you say are on like a 24-
7 hour kind of rotation or a 24-hour rotation kind of cycle like
8 your company, sir?

9 A. I can't speak for the other companies. I do know that Moran
10 and McAllister are 24/7. The other companies, I'm not sure their
11 callout --

12 Q. Yes, sir.

13 A. If it's 24/7 or not.

14 Q. Thank you. You and your crew, you received accommodation
15 from the Coast Guard for your efforts on June the 7th, 2022, is
16 that correct?

17 CDR WADDINGTON: Mr. Denley, again, I'm going to ask that you
18 scope this line of questioning. Relevance to the purposes of the
19 formal investigation?

20 MR. DENLEY: I was asking the captain if the Coast Guard
21 provided he and his crew with accommodation for the events that
22 occurred on June the 7th, 2022, which I thought was the purpose of
23 this investigation.

24 CDR WADDINGTON: The purpose is to scope to the cause of the
25 casualty. So I just respectfully request that you keep that in

1 mind when you're -- when you're questioning witnesses. Thank you.

2 MR. DENLEY: Sure, sure.

3 CDR WADDINGTON: Thank you.

4 BY MR. DENLEY:

5 Q. It sounds to me like you and your crew and all of the
6 responding companies deserve that accommodation as I said at the
7 beginning. Thank you for what you did. Are you familiar with 46
8 U.S. Code 2304? That's a -- it's a federal statute called Duty to
9 Provide Assistance at Sea.

10 A. Okay.

11 Q. Are you familiar with that, sir?

12 A. I'm not familiar with 33 or 46 on a regular basis, but, yes,
13 it can be --

14 Q. Are you generally familiar with the --

15 A. Code of Federal Regulations? Yeah.

16 Q. The federal requirement to render assistance at sea. So is
17 it safe to say that you had a legal duty to render assistance? In
18 fact, all mariners have a -- have a legal duty to render
19 assistance if another vessel is in distress? I didn't hear you.

20 A. I agree with you.

21 Q. Thank you. I don't have any further questions.

22 CDR WADDINGTON: Mr. Karr, did you have a follow-up question?

23 BY MR. KARR:

24 Q. Captain Sullivan, I forgot to ask you about communications
25 you had with the *Rosemary McAllister*. Did you exchange any

1 firefighting tactical information with the *Rosemary McAllister*?

2 A. Only that I was getting a line up on his bow and just going
3 to provide cooling, and then he was off the radio.

4 Q. So did he tell you to provide cooling or did you tell him you
5 were going --

6 A. I told him that's what I was going to do.

7 Q. All right, thank you.

8 CDR WADDINGTON: Lieutenant Commander, do you have any
9 follow-up questions?

10 LCDR [REDACTED] I just have a few follow-up questions, Captain.

11 BY LCDR [REDACTED]

12 Q. Are you familiar with the Navy Harbor Operations Center? Can
13 you kind of describe what -- how you're familiar with that?

14 A. Well, being a harbor pilot over in Puerto Rico, our office
15 was right up in dispatch. And every Navy port, even in other
16 beautiful Diego Garcia for 13 months had a port control tower.
17 And did you want me to explain how they work?

18 Q. Sure just as in relation to your operation. Do you interact
19 with them? Did you interact with them that day?

20 A. Yes, that's why we shifted to channel 14 because I went to 14
21 to request permission, and then said we're going to shift the
22 operation off on 13 for hailing distress purposes. 16 or 13, you
23 try to keep clear, so we went to 14. So the Navy was listening to
24 the entire event as it unfolded.

25 Q. And did they provide any direction to you, or they were just

1 listening?

2 A. They were just listening. And then soon as I requested
3 permission to enter the slip to go to pier 4, they authorized it.

4 Q. And I just wanted to go back one more time to *The Spar Lyra*
5 propulsion event. I just want to get it straight for the record.
6 Did you say *The Spar Lyra* had called out a Mayday?

7 A. Yeah, we heard it on 13.

8 Q. On channel 13?

9 A. Yes.

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

11 MR. DENLEY: Commander, I have one more question if it's
12 okay, sir.

13 CDR WADDINGTON: Go ahead, Mr. Denley.

14 MR. DENLEY: Thank you.

15 BY MR. DENLEY:

16 Q. Captain, did you meet with anybody to discuss your testimony
17 today before you provided testimony? And who did you meet with if
18 you did?

19 A. I did not.

20 Q. Thank you.

21 CDR WADDINGTON: Mr. [REDACTED] do you have any follow up?

22 MR. [REDACTED] No, sir, Commander. Thank you.

23 CDR WADDINGTON: Captain Sullivan, you are now released as a
24 witness at this formal hearing. Thank you for your testimony and
25 cooperation. If I later determine that this team needs additional

1 information from you, I will contact you through your counsel. If
2 you have any questions about this investigation, you may contact
3 the investigation recorder, Lieutenant [REDACTED]

4 The time is 1:39. We will take a one-hour recess. Thank
5 you.

6 (Whereupon, at 1:39 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 ONBOARD *SPIRIT OF NORFOLK*
NEAR NORFOLK NAVAL STATION, VIRGINIA
ON JUNE 7, 2022
Interview of Lawrence Sullivan

ACCIDENT NO.: DCA22FM022

PLACE: Virginia Beach, Virginia

DATE: January 28, 2023

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.



Sarah Collins
Transcriber