

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

ENDO BREEZE ENGINE ROOM FIRE *

NEAR RARITAN BAY, NEW JERSEY, * Accident No.: DCA22FM016

ON APRIL 29, 2022 *

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Interview of: KEVIN REX OLLETA, Third Officer
Endo Breeze

On board the *Endo Breeze*

Monday,
May 2, 2022

APPEARANCES:

██████████ ██████████ ██████████ ██████████
U.S. Coast Guard Sector New York Investigations

LUKE WISNIEWSKI, Investigator
National Transportation Safety Board

██████████ ██████████ Investigator
U.S. Coast Guard Sector New York Investigations

PAUL JAMES LLAMAS, Master
Endo Breeze

ALTON EVANS, Attorney
Betancourt, Van Hemmen, Greco & Kenyon LLC

RONALD BETANCOURT, Attorney
Betancourt, Van Hemmen, Greco & Kenyon LLC

I N D E X

ITEM

PAGE

Interview of Kevin Rex Olleta:

| | |
|-------------------|---|
| By Mr. [REDACTED] | 5 |
| By Mr. Betancourt | 8 |
| By Mr. [REDACTED] | 8 |

I N T E R V I E W

(1:25 p.m.)

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2
3 MR. [REDACTED] This is [REDACTED] [REDACTED] [REDACTED] [REDACTED] from
4 Coast Guard Sector New York Investigations. Last name is spelled
5 [REDACTED]. We're here on board the *Endo Breeze* in regards
6 to the fire casualty that happened on the 29th of April. We are
7 currently anchored at Gravesend Bay. It's May 2nd at
8 approximately 1:25 in the afternoon.

9 MR. OLLETA: My name is Kevin Rex Olleta and I am Third
10 Officer of this ship, *Endo Breeze*.

11 MR. [REDACTED] How do you spell your last name?

12 MR. OLLETA: O-l-l-e-t-a.

13 CAPT. LLAMAS: I am Captain Paul James Llamas. My last name
14 spelled out is L-l-a-m-a-s. I've been a Master on board the ship
15 since March 24th, 2022.

16 MR. EVANS: My name is Alton, or AJ, Evans. I'm a lawyer for
17 the ship. My last name is spelled E-v-a-n-s.

18 MR. BETANCOURT: Good afternoon. My name is Ronald
19 Betancourt. I'm also a lawyer for the ship, and it's B-e-t-a-n-c-
20 o-u-r-t.

21 MR. WISNIEWSKI: Good afternoon. Luke Wisniewski with the
22 National Transportation Safety Board. Last name's spelled W-i-s-
23 n-i-e-w-s-k-i.

24 MR. [REDACTED] Good afternoon. [REDACTED] [REDACTED] [REDACTED]

25 [REDACTED] Senior Investigating Officer of the U.S. Coast Guard

1 Sector of New York. Last name is [REDACTED].

2 INTERVIEW OF KEVIN REX OLLETA

3 BY MR. [REDACTED]

4 Q. All right. How many times have you been on this boat for
5 contract? Is this your first contract?

6 A. In this ship, sir. Yeah.

7 Q. This ship.

8 A. This is my first contract here.

9 Q. How long have you been on board on this contract?

10 A. Six months, sir.

11 Q. Six months. When are you due to get off? Today?

12 A. Disembark sir? No, I have nine months.

13 Q. Nine months, okay. So you were on the bridge during the time
14 of the incident?

15 A. Yes, sir, that's correct.

16 Q. Okay. So from the time that you left the pier, can you just
17 tell us the chain of events of what happened in your eyes?

18 A. From the left of the pier, second mate was on duty before so
19 I have watch 18:00. Start 18:00, so I took the watch 18:00.

20 Q. Okay. And then what happened from there?

21 A. From there, 18:00, everything is okay, fine. Channeling with
22 under pilotage, and then around 19:09 engineers call. They told
23 me to stop the main engine. 'Zero pitch,' he said. So I
24 immediately informed the master, so I tell him 'Captain, sir,
25 engineers told me that we need to put to zero pitch.' And, of

1 course, Master assessed the situation. 'We cannot stop,' he said.
2 He assessed the situation and, again, after few minutes engineers
3 again call, and Master is the one who answered the phone.
4 Suddenly, Master informed the pilot 'Can you reduce the speed?'
5 and when he reduce, Pilot agree. And when the time agree the
6 pilot it was a fire alarm sounding. And Master put it to
7 immediately to zero, and he told me to make an announcement that
8 all crew muster call the DPA, call the QI, and -- what else?

9 Q. So you called the DPA and the QI?

10 A. Yes, sir. I called it.

11 Q. Now the fire alarm when it sounded, did you manually sound
12 the fire alarm or did it go off --?

13 A. No, it was alarmed by itself by the fire alarm detection.

14 Q. Did you have any indication of why it was alarming?

15 A. The second time they called -- first time they called, I
16 don't know if there's a fire or not. They just told me to stop
17 the main engine and I immediately inform. Then the second time
18 they called, Master the one that speak and after he off the phone
19 something the likes shouting that there is a fire. I can hear in
20 the phone. Then it sounded. The fire alarm sounded. This one.
21 And the master put it immediately to zero pitch.

22 Q. Were the engines secured from the bridge or were they secured
23 in the engine control room?

24 A. Sorry, sir?

25 Q. When the engines were secured, Master brought it to zero

1 pitch. Right?

2 A. Yes, sir.

3 Q. When the engines were shut down afterwards, were they shut
4 down from the engine control room or were they shut down from the
5 bridge? To your knowledge. If you don't know it's fine, too.

6 A. As I know, Master put this to zero pitch.

7 Q. Okay.

8 A. But I don't know what happened if the engine is shut down.

9 Q. Okay.

10 MR. BETANCOURT: May I ask a question, [REDACTED]

11 MR. [REDACTED] Can you give me a couple minutes?

12 MR. BETANCOURT: Sure.

13 Q. So when you got the call, the first call, to go to zero
14 pitch.

15 A. Yes, sir.

16 Q. Right? And then you said there was a follow up call and
17 that's when you heard there was a fire via the phone.

18 A. Yes. Yeah.

19 Q. Do you know about how much time was in between that?

20 A. Really quick, sir. Really quick.

21 Q. Okay.

22 A. Yeah.

23 Q. Could you be able to say how many minutes you think?

24 A. It's not minutes, I think.

25 Q. Okay. That fast? Another call back.

1 A. Yes, it's very quick.

2 MR. [REDACTED] Okay. I don't really have questions on the
3 timeline, Mr. Betancourt, if you --

4 MR. BETANCOURT: I was just curious. When you say zero
5 pitch, is this a variable pitch propeller?

6 MR. OLLETA: Yes, sir.

7 MR. BETANCOURT: That's all I have.

8 MR. [REDACTED] Oh, absolutely. Thank you.

9 MR. [REDACTED] Luke, do you have timeline questions?

10 MR. WISNIEWSKI: No. None. Does it matter?

11 MR. [REDACTED] Not for our purposes. Do you have any follow
12 ups?

13 MR. BETANCOURT: Yes, (indiscernible).

14 BY MR. BETANCOURT:

15 Q. You were on the bridge at the time?

16 A. Yes, sir, I on the bridge.

17 Q. And who was on the bridge with you?

18 A. Master.

19 Q. Anyone else?

20 A. Pilot and the helmsman.

21 MR. BETANCOURT: I have no further questions.

22 MR. [REDACTED] Mr. Evans?

23 MR. EVANS: No, thank you. Thank you.

24 MR. [REDACTED] I just have a little bit for your background.

25 BY MR. [REDACTED]

- 1 Q. How many years have you been in the Merchant Marine?
- 2 A. Since 2015 I was cadet. Same here in the company, so it's
3 around seven years.
- 4 Q. Seven years? And what's your current license you hold?
- 5 A. Third officer, sir. Up to second officer.
- 6 Q. So you do hold a second officer?
- 7 A. Yes, sir, I have. I do hold second officer.
- 8 Q. Okay. Have you sailed as second officer?
- 9 A. No, sir.
- 10 Q. Just third officer?
- 11 A. Third officer.
- 12 Q. So your sea cadet time and third officer has been seven
13 years?
- 14 A. Yes, sir.
- 15 Q. Total time?
- 16 A. Total time.
- 17 Q. This type of vessel. How many vessels were you -- similar
18 class, sister ships of this type?
- 19 A. This is the first time, sir, like this controllable pitch
20 propeller class DNB. Yes, this DNB first time, also, because I
21 always work in ABS.
- 22 Q. Okay. What other ships were you on?
- 23 A. Normally, its silver ships from Singapore. Singapore owners.
24 Silver ships.
- 25 Q. And what's silver --?

1 CAPT. LLAMAS: It's a (indiscernible).

2 A. It's an oil (indiscernible).

3 Q. They're oil characters?

4 A. It's almost -- yes.

5 Q. Oil chemline characters just like this?

6 A. Same --

7 Q. Size?

8 A. Same size, same width, but there's some -- like for equipment
9 it's a little bit different.

10 Q. Okay.

11 A. Yeah.

12 MR. [REDACTED] All right. That's all I have, just wanted to
13 know a little more background. Thank you.

14 MR. [REDACTED] So this concludes our investigation. I
15 appreciate your time. Thank you very much.

16 (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: *ENDO BREEZE* ENGINE ROOM FIRE
NEAR RARITAN BAY, NEW JERSEY,
ON APRIL 29, 2022
Interview of Kevin Rex Olleta

ACCIDENT NO.: DCA22FM016

PLACE: On board the *Endo Breeze*

DATE: May 2, 2022

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.



Brandy Wainright
Transcriber