

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE ON THE *PRESIDENT EISENHOWER*
SOUTHWEST OF SANTA BARBARA
HARBOR, ON APRIL 28, 2021

Accident No.: DCA21FM026

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Interview of: JOSHUA ORTEGA, Third Mate
President Eisenhower

Los Angeles, California

Saturday,
May 1, 2021

APPEARANCES:

BART BARNUM, Investigator
National Transportation Safety Board

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

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

JOE WALSH, Attorney
Collier Walsh Nakazawa
(On behalf of the vessel owners)

JOSHUA ORTEGA, Third Mate
President Eisenhower

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I N T E R V I E W

(9:50 a.m.)

1
2
3 LT [REDACTED] Good morning. This is Lieutenant [REDACTED] [REDACTED] with
4 the United States Coast Guard. Today is May 1st, 2021. The time
5 is 0950. We are on board the motor vessel *President Eisenhower* at
6 berth LA 46 to investigate an engine room fire that occurred
7 onboard the vessel on the morning of April 28th, 2021.

8 In the room is myself and the following individuals:

9 LCDR [REDACTED] Lieutenant Commander [REDACTED] [REDACTED] IO.

10 MR. BARNUM: Bart Barnum, NTSB Office of Marine Safety.

11 B-A-R-N-U-M.

12 MR. ORTEGA: Joshua Ortega, Third Mate (indiscernible).

13 MR. WALSH: Joe Walsh, Collier Walsh Nakazawa, counsel to the
14 real party in interest, AML [sic].

15 LT [REDACTED] And Mr. Ortega, do you consent to us recording this
16 interview?

17 MR. ORTEGA: Yes, I do.

18 LT [REDACTED] Thank you.

INTERVIEW OF JOSHUA ORTEGA

19
20 BY LCDR [REDACTED]

21 Q. So if you could, real briefly, go ahead and just give us a
22 kind of background of your maritime experience and then we'll go
23 forward and then we'll go forward and talk about the engine room
24 fire.

25 A. So I did four years at Cal Maritime. I got my third mate

1 license unlimited. Everything that Cal Maritime gives you, I
2 have.

3 Do you guys want to hear, like, my just cadet shipping and
4 all that, or just after I got my license and everything?

5 Q. I mean, if it is relevant. Like, did you sail on any
6 container vessels?

7 A. I did not. It was on an MSC tanker, and then before this
8 though in the union, I've worked on the *Matilani* (ph.) for one
9 relief job, and I've also done the Cape Orlando Patriot for an
10 activation on a good nine-day job.

11 Besides that, this is my second container ship.

12 Q. Okay, perfect. So if you could go ahead and maybe discuss,
13 like, what it was like when you started watch and go from there
14 about the fire.

15 A. Yeah. So this is going to be my first navigational watch on
16 the vessel, so I came out about an hour early, about 23, 2310-ish.
17 I came up to the bridge. I had the third mate and the captain
18 both up there, and they were just kind of showing me just some
19 more stuff because I came up the night before also and did, you
20 know, familiarization on the bridge and got to see everything and
21 know where everything was at. Then -- so they were just showing
22 me around the bridge more in depth, and then I took the watch and
23 I pointed it to 45, pretty standard. The third mate stood up
24 there for a little bit after that, like, maybe until
25 (indiscernible), I think, but he was just kind of filling out the

1 rest of his log and we were just talking.

2 After that, we made a small course change, I believe, about
3 -- I think about a five, ten degree course change. That was
4 around, like, 12:30. Then we were still loading up with the chief
5 engineer to 80 RPMs at that point, so we were incrementally going
6 up I want to say by 4 RPMs. I think we were at 68 RPMs when I
7 started the watch, and we were coming up to 80.

8 I think about 1 o'clock, or I think the time was actually
9 0049 or -50, we had got to 80 RPMs and the chief engineer was
10 like, all right, how are we looking. It looks good, let's just
11 call it that for the night.

12 Q. You said 0149?

13 A. No, 0049.

14 Q. 0049?

15 A. Yeah. And then after that, we were just kind of cruising
16 down the line, on our track line. I was just watching out for
17 traffic and, you know, typical stuff. And then (indiscernible)
18 Gomer outside, see smoke.

19 Q. To clarify, Gomer, who is he?

20 A. He is A.D. Gomer. He was one of the people on watch.

21 Q. Was it just yourself and him, or was there another person on
22 watch?

23 A. Me, myself, him and Joe.

24 Q. Joe?

25 A. Balerite.

1 Q. And he's another A.B.?

2 A. Yeah, he's a --

3 Q. So it was yourself and two A.B.s on watch?

4 A. Yes.

5 Q. Okay. Sorry, go ahead.

6 A. And then, yeah, Keith, or Gomer, he's like, I see some smoke,
7 and then the fire alarm goes off. The fire alarm goes off on the
8 panel. I see that, and I'm like, okay, I'm going to call captain.
9 I'm calling captain. Gomer goes down. Captain comes up, and
10 while captain's coming up, the fire alarm actually starts going
11 off, you know, the actual big one. Captain gets up there and he
12 takes the conn and, you know, we see the fire on the camera, and
13 from then on I was just assisting as directing, just taking fixes
14 and just helping out with communication.

15 At some point, on the bridge, the smoke really got heavy.
16 You couldn't really see anything. We didn't have any masks or
17 respirators up there, so we were kind of just in the thick of it
18 on the bridge, me and the captain. So we -- I ended up moving
19 outside on the bridge waiting, and just, you know, helping from
20 our there. I think around 2:20 -- do you guys know what time the
21 fire started? Are you guys --

22 Q. Yeah.

23 A. I think it was, like, 0152. I took up position and -- yeah,
24 (indiscernible).

25 Q. By the firing starting, you mean that's the 0152 is when it

1 got --

2 A. The alarm. Yeah, the alarm.

3 So the smoke was really bad on the bridge, so at around 0223,
4 the captain sent me down to F deck to go into one of the lockers
5 and grab respirators and masks because it was -- I was surprised
6 how bad it was on the bridge. You know, being in there for, like,
7 five minutes, you're just coughing up there and it was kind of
8 rough.

9 So I probably got back from that around --

10 Q. What was the visibility like? Was it, would you say, a foot,
11 five feet?

12 A. Inside the bridge?

13 Q. Yeah.

14 A. If you had your light, you could see, you know, at least 15
15 feet, but it was just, you know -- I've never been in that kind of
16 smoke, so it was definitely a situation I was not familiar with.
17 It just made things more difficult.

18 Q. Sorry, so you were coming back from getting the respirators
19 and stuff?

20 A. Yeah. I think the time around there was probably, like,
21 0228. I was probably gone, like, five minutes. I'm trying to --
22 and then I was back up and just, again, assisting as directed,
23 trying to help with communication, and -- yeah.

24 And then I guess by then they already released the CO2, and
25 then, yeah, I was up there just standing by, just helping, and I

1 stayed on watch until about 6 and then I got relieved around then
2 when we were just drifting. Then, there, you know, it was keeping
3 positions and bearings and just making sure we're not getting too
4 close to shore and -- yeah.

5 Q. Did you have any dealings with the TNT firefighting?

6 A. I did not.

7 Q. Okay. So I have a couple of questions I just wanted to
8 ask.

9 A. Yeah, of course.

10 Q. So, like -- just to clarify. So it was yourself, Gomer and
11 you said -- I'm sorry, it was Joe that was on watch with you?

12 A. Yes.

13 Q. So when A.B. Gomer saw the fire, he immediately went down and
14 started knocking on doors. What did Joe -- what did the other
15 A.B. do?

16 A. He was kind of just standing by, but then when the captain
17 came up, he was like, man, go down, go down.

18 Q. So the captain asked him to --

19 A. Yeah. We had to confirm (indiscernible).

20 Q. Okay. Like, that time period when A.B. Gomer noticed the
21 fire and the alarm went off, how much time was in between that?

22 A. Not much time.

23 Q. So he noticed it, and as soon as he noticed it, it went off?

24 A. Yeah, the panel went off, and then I called the captain. He
25 was up there pretty quick. Yeah, like, within a minute everything

1 probably -- he sees it within a minute, and then alarm, and then
2 the captain was up there in another minute so it was just -- it
3 was really fast. It went really well with that.

4 Q. So when that initially happened and the captain took the
5 conn, did you guys -- were you guys still on automatic pilot or
6 what did you guys do?

7 A. Yes, I think we were still on autopilot when the fire first
8 started, and then I want to -- I think we were on autopilot for
9 most of it because we were in pretty safe water out there and
10 there were no vessels around us. I think we were on pilot for a
11 little bit there. I couldn't tell you when we switched back.
12 Again, I don't remember what time we switched back.

13 Q. And then on the bridge, did you see the fire -- did you
14 actually have the monitors with the cameras that are down in the
15 engine room?

16 A. Yes.

17 Q. Can you kind of talk about that and tell us what you saw?

18 A. So the fire on the camera was pointed at the auxiliary
19 boiler. The camera was. That's where it was located. When the
20 captain came up -- you know, I called him (indiscernible)
21 captain's come around the same time going back around. Gomer's
22 already gone. We look and we just see smoke. So we didn't really
23 see a fire, we just saw smoke coming out, and then a few minutes
24 later, that's when we saw, like, actual flames -- maybe not even
25 minutes, like a minute-and-a-half. That's when we actually saw

1 flames coming from that area, and then we slowly began losing
2 those cameras in the engine room. After that, we couldn't really
3 tell what was happening, but everyone knew there was a fire so --
4 and where it was at.

5 BY MR. BARNUM:

6 Q. Thank you, Josh. Bart with the NTSB here. Cal Maritime
7 grad; when did you graduate? What year?

8 A. 2020.

9 Q. And your -- you mentioned some of the ships you were on
10 post-graduation. Could you refresh my memory?

11 A. Yeah. I was on the *Matilani* for a relief job.

12 Q. How long was that?

13 A. Thirty-seven days. And then I was on the Cape Orlando for
14 nine days.

15 Q. Okay. So have you ever stood underway in navigational watch
16 by yourself?

17 A. Yes, yes. From -- yeah. The 37 days on the *Matilani*, and
18 the Cape Orlando. All of them had just me on -- and an A.B. on
19 watch.

20 Q. Okay. Do you -- did -- on those navigational watches, are
21 you -- do you have standing orders or anything left from the
22 captain on how to perform your watch?

23 A. Yes. Typically, they use -- you know, before you sign on,
24 you have a big standing order list that says this is what you do,
25 here is what you do, and things they require you -- like, CPAs

1 and, just, typical --

2 Q. I think I phrased the question wrong. What about night
3 orders? If you're, you know, standing on navigational watch.

4 A. On the *Matilani*, we didn't. On here, we did. They had it as
5 a (indiscernible) in the log book, and it says, you know --
6 (indiscernible) we have a course change coming up at this time.
7 You know, don't be afraid to call the captain. We're loading up
8 to this speed. They're just kind of letting you know what the
9 plan was for that night. So on this vessel, they did. On the
10 *Matilani* we didn't and the Cape Orlando we didn't. It was just
11 kind of, like, a whole voyage night order. Don't be afraid to
12 call the captain, the CPAs are this. On here, we did.

13 I'm not sure if that's a normal thing. Like I said, this is
14 my first watch on here, navigational watch, so I could've just
15 been just for that night we had it, but we had it.

16 Q. Had you sailed with any -- did you know anybody on board?
17 Did you sail with anybody prior?

18 A. I have not, no.

19 Q. So had you met the chief engineer, the first engineer, before
20 this incident?

21 A. Yeah.

22 Q. You had? Okay. You had mentioned that you were loading up
23 the engine and you were working your way up to 80 revs and the
24 chief called you and said that we were at 80. That was the chief
25 that called you from the engine room or was it --

1 A. Yeah, I'm pretty sure it was the chief. It sounded like him.
2 Yeah, I'm pretty sure it was him. It could've been the first
3 though. He didn't really announce himself. He was like, all
4 right, we're looking good at 80, might as well just call it there
5 for the night. We were making the speed we needed to get to
6 Oakland so --

7 Q. Okay. They didn't introduce themselves; they didn't say who
8 it was?

9 A. Yeah.

10 Q. You just assumed it was?

11 A. They just said engine room, so it could've been anyone. I
12 mean, it was either the chief or the first but --

13 Q. Did they say what they were doing after they hung up the
14 phone with you? Were they going right to bed or were they doing
15 something else or --

16 A. Yeah, then they went unmanned for the night so --

17 Q. I've been on ships that have been unmanned, I haven't been on
18 this ship obviously. What is the standard procedure at night when
19 the engine room goes unmanned?

20 A. So, yeah, when the engine room goes unmanned, there is a duty
21 engineer who will be kind of just answering all the alarms for the
22 night. You know, he'll get an alarm, a buzz in your room, and he
23 goes down, checks it, makes sure it's all good, fixes it. If he
24 doesn't go down in a certain amount of minutes, an alarm will go
25 off, and then if he doesn't go down, I'll call him. You know, if

1 it's going off for a couple of minutes, then I know, hey,
2 something's not right. Or if he goes down and then there's -- he
3 doesn't answer back, then, you know, he's not -- there's something
4 wrong there.

5 Q. So when he gets an engine alarm, it rings in his room. Does
6 it also ring on the bridge at that point?

7 A. Yes. Yeah.

8 Q. Does it ring immediately or only rings on the bridge if he
9 doesn't acknowledge it in that certain amount of time?

10 A. If he doesn't acknowledge it in a certain amount of time.

11 Q. So the initial alarm rings, he gets it, you don't get it, and
12 then if he goes down and acknowledges it, you may never know that
13 there was an engine alarm?

14 A. No. It definitely rings on the computer, the conn
15 (indiscernible) on the starboard side, the computer right there.
16 It rings there, but it comes up as an engine alarm so we don't
17 really, like, acknowledge it. It's kind of, like, you know, we
18 wait for him to silence it and let him do it and then he'll
19 eventually acknowledge it and it'll go away. But if it keeps
20 going for a certain amount of time, then you call the duty
21 engineer and say, hey, this alarm's been going off, what's going
22 on.

23 Q. Now, I know you're new to this ship. Are you -- is that from
24 experience on this ship or other ships?

25 A. That's just been the experience that I've had, typically.

1 Q. Did you have that experience on here during your watch? Was
2 there an engine alarm?

3 A. No, there was no engine alarms. It was just the fire alarm.
4 That's all it was.

5 Q. There wasn't any preceding alarms that were ringing --

6 A. No.

7 Q. -- that you noticed?

8 A. Mm-mm.

9 Q. Okay.

10 A. The -- we were talking about communications after the fire
11 alarm -- general alarm. Did anyone, you or the captain, make a
12 public address announcement over the PA system?

13 Q. Over the radios, for sure. Everyone was up and mustered, so
14 he was like, hey, fire, and so everyone knew once they were
15 mustered and everything. I didn't make a public address. The
16 captain might have. I'm not entirely sure on that one.

17 A. Were you -- I know there was a lot of alarms going off. Were
18 you able to secure the general alarm (crosstalk)?

19 Q. No. That was probably one of the hardest things that we had
20 to deal with just because it's hard to communicate when there's --
21 I mean, first of all, there's a fire, so everyone's already kind
22 of, you know, stressed and didn't know what's going on, but also
23 it's hard to communicate when you have this alarm going (mimicking
24 alarm sound). So you're on the radio trying to listen what other
25 people are saying, and it's kind of -- it just made it really

1 difficult to talk to people on the radio, and in general, even
2 face-to-face. It was just like, what did you say. So that was a
3 big -- (indiscernible), but, I mean, we all made it through and it
4 went well.

5 A. When you called the captain in his stateroom, what did he
6 say? What exactly did you say to him and did he say to you?

7 Q. I said, cap, I'm getting an alarm on the fire panel,
8 auxiliary boiler, and he goes, all right, copy that, I'll be right
9 up. And then --

10 A. And by the time you hung up, how fast was -- how long was it
11 until he was on the bridge?

12 Q. Less than a minute, but then by that time, the alarm already
13 kicked in and started going.

14 A. The general alarm?

15 Q. Yeah. And then he was up, like, right when it -- probably
16 ten seconds after it went off and he was on the bridge.

17 A. Okay. That's all the questions I have for you. Thank you.

18 BY LT [REDACTED]

19 Q. Good morning. This is Lieutenant [REDACTED] Could you, just for
20 clarification, you said -- could you explain the initial alarm
21 that you got on the bridge and which panel, location?

22 A. Yeah. So we have a fire panel on the starboard side aft
23 that's, like -- you can't really see that on the video. It's just
24 on, like, the bulkhead right there that separates it from the
25 chart room. It's a fire panel. They started beeping, just

1 typical alarm. So I looked at it, fire. Well, you know, first we
2 saw the smoke fire alarm, so we're like, okay. So usually you
3 send someone down there to investigate if you have more time, so I
4 go to look at it, I see where it's at, call the captain, let him
5 know, and then, like I said, by the time the captain was coming
6 up, the general alarm started going so the fire had picked up and
7 the alarm went off.

8 Q. So that fire panel told you smoke, fire in the location --

9 A. Yeah.

10 Q. -- which you said was the boiler room?

11 A. Auxiliary boiler, yeah.

12 Q. Thank you. You said that there were two A.B.s on watch; that
13 was A.B. Gomer and A.B. Balerite?

14 A. Yeah.

15 Q. Who you referred to as Joe?

16 A. Yeah.

17 Q. Is that normal to have two A.B.s on watch with you?

18 A. Typically, at night in the Asia loop we do. I think it was
19 kind of -- it was (indiscernible) watch that way you just had two
20 coming out. Like I said, this was my first navigational watch on
21 this ship so I couldn't tell you if that was more normal or less
22 normal. I know during the day, we only have one, and I heard that
23 in the loop we have two typically.

24 Q. Okay.

25 A. But, yeah, I can't tell you if that's normal on here or not.

1 Q. After the captain got up to the bridge, did he have you
2 maintain any notes or records or anything --

3 A. Yes.

4 Q. -- during that fire?

5 A. Yes, he did.

6 Q. And what were you doing with those notes? Like, what did you
7 record?

8 A. Just everything I heard on the radio to the best of my
9 ability. It was kind of just certain times that were important,
10 and just, you know, teams doing what, what's happening, stuff like
11 that.

12 Q. And what did you record that on?

13 A. Just a piece of scratch paper.

14 Q. Do you know the location of that -- those notes?

15 A. Yeah, I think the captain might have them maybe. I don't
16 know.

17 Q. Would it be okay if we got a copy of those after this maybe
18 if we get it from the captain?

19 A. Okay.

20 BY MR. WALSH:

21 Q. This is Joe Walsh intervening for a second. Mate, did you
22 keep a log book as well?

23 A. It was -- at first, it was (indiscernible), and then we
24 actually transferred it over into the log book.

25 Q. So the notes that you wrote ended up in the log book as well?

1 A. Yes.

2 Q. Okay, thanks for that. We'll check on that.

3 A. Yeah. Everything that (indiscernible) was put into there,
4 because, you know, at the time -- I should've grabbed the bell
5 book but I ended up just having a piece of paper and, you know,
6 whatever was closest to me and started writing important
7 information down like positions and what time it was going on
8 and --

9 BY LT [REDACTED]

10 Q. Besides the smoke on the bridge, was there anything else you
11 felt that hindered the crew's response to this fire?

12 A. The alarm.

13 Q. The alarm? Okay.

14 A. The alarm was bad. It just made everything more stressful,
15 because, you know, you're already fighting a fire, and then all
16 you hear in your ear is (mimicking alarm sound), and, you know,
17 you're trying to talk to people and make sure everyone's good and
18 -- yeah, it definitely made it -- it was a hindrance definitely,
19 but it -- we did (indiscernible).

20 Q. And then is there anything else that you want to share with
21 us that you feel that we should know?

22 A. Just besides that alarm. That was just the only thing that I
23 was like, there's no way we cannot -- cut this out? Like, it was
24 just a big communication thing, but --

25 Q. Okay.

1 A. Besides that, no. I mean, it was -- I think everyone handled
2 it really well. That was my first major fire that I've dealt with
3 so being up there I was like, you know -- it's just a stressful
4 situation. I've never been put in that situation before, so it
5 was -- but everyone did really good. The captain took command and
6 the first engineer, the second engineer and Keith, they really
7 played big parts and helped out a lot. I think Keith going down
8 early and knocking on everyone's doors that really, you know,
9 helped boost it and get people out and going. Yeah. And then the
10 chief's decision to make the -- dump the CO2 was also a huge play
11 in just -- not only just keeping everyone safe and getting the
12 fire out, because, you know, they were going down there
13 (indiscernible). You know, you don't want to send too many people
14 down there and he had to bring them back up. So I think it was a
15 smart move to dump the CO2.

16 BY LCDR [REDACTED]

17 Q. This is Lieutenant Commander [REDACTED] again. So did you -- when
18 you were on the bridge keeping notes, did you actually keep record
19 of when people were going on or off air for SCBAs?

20 A. From what I heard, yes.

21 Q. But were you actually -- were you keeping notes on that or --

22 A. Yeah. I was -- it was me keeping notes on the bridge.

23 Q. So on that scratch note, you had times on air and times off
24 air?

25 A. From what I heard. Like I said, the communication was kind

1 of rough, but I heard one time they went on air and then I heard
2 the second time they were off air. So, yeah, I heard them once.

3 Q. Okay.

4 BY MR. WALSH:

5 Q. This is Joe again. So what you heard you recorded?

6 A. Yeah, there -- to the best of my ability, whatever I heard.
7 Like I said, the alarm really wasn't helping with that, and being
8 right there on the bridge, it almost was, like -- yeah, I recorded
9 everything I could hear.

10 Q. Are you -- do you know if that's normal procedure that you
11 would be the one taking the notes for that, or is that, like,
12 someone else on the crew that would do that?

13 A. I think on here (indiscernible) me because my fire station is
14 on the bridge. That's where I would meet, and I'm assisting as
15 directed on the bridge. Typically, I feel like that would be my
16 position to take notes and just assist as directed up there,
17 whether that's communication, navigation or just fixes and stuff.

18 Q. Okay.

19 BY LCDR [REDACTED]

20 Q. And then just to clarify, I know we've kind of alluded to it,
21 I just wanted to clarify. You boarded the ship when?

22 A. On April 24th, I believe. It was last Saturday.

23 Q. And then you were doing day work cargo, obviously, until --

24 A. Yeah, just deck cargo watches, and, you know, navigating
25 typical loading and discharging of the vessel.

- 1 Q. And the vessel departed the dock at what time?
- 2 A. Can I pull my phone out? Is that cool, or is that not cool?
- 3 Q. Yeah. I mean, if it's got (indiscernible) absolutely.
- 4 A. I just remember I took a picture of what time I left.
- 5 Q. Yeah.
- 6 (Crosstalk)
- 7 A. It's in the log too. You know, they take departure and
- 8 arrival. That's for sure in there, but it was probably around
- 9 1800, 1830.
- 10 Q. Do you mind if we see?
- 11 A. Yeah.
- 12 Q. That's a nice picture.
- 13 A. I've taken better ones.
- 14 Q. You said 18 -- roughly --
- 15 A. Yeah, 1830-ish, but it's in the log for sure what time --
- 16 Q. Okay, but that's roughly around the time you remember
- 17 departing?
- 18 A. Yeah.
- 19 Q. So then you wouldn't have to handle the watch until you're --
- 20 your very first was the 00 to 04 watch?
- 21 A. Yes.
- 22 Q. Okay.
- 23 LCDR ██████ I will open up the floor for any other
- 24 questions. Mate, thank you very much. We really appreciate it.
- 25 One crazy first watch, right?

1 MR. ORTEGA: Yeah. That's what the captain said.

2 LCDR [REDACTED] You'll have those stories to tell your kids,
3 right?

4 MR. ORTEGA: Yeah.

5 LCDR [REDACTED] Well, thank you very much, and we'll go ahead
6 and --

7 LT [REDACTED] It is May 1st, 2021. The time is 1017. We have
8 concluded the interview with Third Mate Mr. Medeiros (sic).

9 MR. ORTEGA: Ortega.

10 LT [REDACTED] I'm sorry. We've concluded the interview with the
11 Third Mate Mr. Ortega. I am now stopping the recording.

12 (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: FIRE ON THE *PRESIDENT EISENHOWER*
SOUTHWEST OF SANTA BARBARA
HARBOR, ON APRIL 28, 2021
Interview of Joshua Ortega

ACCIDENT NO.: DCA21FM026

PLACE: Los Angeles, California

DATE: May 1, 2021

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.


Shelby Shover

Transcriber