

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

FIRE ON THE *PRESIDENT EISENHOWER* \*

SOUTHWEST OF SANTA BARBARA \*

Accident No.: CEN21LA030

HARBOR, ON APRIL 28, 2021 \*

\*

\* \* \* \* \*

Interview of: MIKE GLESSINGS, First Engineer  
*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)

ANTOINE LETOURNEL  
APL Maritime

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Mike Glessings:	
By LDCR [REDACTED]	4
By Mr. Barnum	31
By LDCR [REDACTED]	44
By Mr. Barnum	46

I N T E R V I E W

(1305)

1  
2  
3 LT [REDACTED] Good afternoon. My name is Lieutenant [REDACTED] [REDACTED]  
4 with the United States Coast Guard. Today is May 1, 2021, and the  
5 time is 13:05. We're on board the motor vessel, *President*  
6 *Eisenhower*, at Berth LA46, to investigate the engine room fire  
7 that occurred on board the vessel the morning of April 28, 2021.

8 Also in the room are the following individuals.

9 LTCR [REDACTED] Lieutenant Commander [REDACTED] [REDACTED] U.S. Coast  
10 Guard, Investigations.

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

12 MR. LETOURNEL: Antoine Letournel, APL Maritime.

13 MR. GLESSINGS: Mike Glessings, First Engineer.

14 MR. WALSH: Joe Walsh, Collier Walsh Nakazawa, counsel to  
15 real party of interest, APL.

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

18 MR. GLESSINGS: Yes.

19 LT [REDACTED] Thank you.

## INTERVIEW OF MIKE GLESSINGS

20  
21 BY LCDR [REDACTED]

22 Q. Why we're here today, is we'd like to start off with kind of  
23 just you telling us about your position on board the vessel. Tell  
24 us, maybe give us the background of your seaman's experience and  
25 then from there, we'll go into about the series of events that

1 happened during the fire on board the vessel. So if you wouldn't  
2 mind.

3 A. Okay. Mike Glessings, (indiscernible) working basically on  
4 diesel engines, my career. Since I got my license, I work on slow  
5 speeds mostly. Before that, medium speed, generators,  
6 Caterpillar, so on and so forth, DMV 2 --

7 (Radio Announcement.)

8 LT [REDACTED] This is Lieutenant [REDACTED] We had just a  
9 (indiscernible) radio go off, but we secured the radios. Please  
10 continue, Mr. Glessings.

11 MR. GLESSINGS: Okay. Yeah, I mostly work on diesel engines,  
12 work for APL now as a first engineer for about 5 years. Before  
13 that, maybe 10, 14, years with APL as second, third, worked on I  
14 guess C11s class ships, worked on most of them, and yeah, enjoyed  
15 working on those ships. Sorry when they left. And now I've been  
16 on this ship since they took it over.

17 BY MR. BARNUM:

18 Q. And your position and duties on the vessel?

19 A. I'm a first engineer, yeah. My duties are being in charge of  
20 personnel, safety, of course, in the engine room, keeping  
21 inventory, troubleshooting, pretty much just in charge of the  
22 engine room and under the chief engineer's orders.

23 Q. And then do you actually stand a watch or like --

24 A. No, it's day work.

25 Q. Okay. So if you could just go ahead and kind of give us an

1 idea of what happened, what you remember. You can start off like  
2 leaving LA and then going into the fire.

3 A. Okay. So we left LA. We were coming down the whale zone and  
4 were trying to make 18 knots I believe. I'm not exactly sure, but  
5 I think that's what the captain said, 80 rpm, that's for sure. We  
6 were coming up to 80 rpms slowly. First of all, we looked at all  
7 the equipment, looked at the main engine. I guess I could go a  
8 little bit prior, before that that day. We replaced a return line  
9 on Number 5, essentially did that. We put fuel on the system for  
10 over a half an hour at 7 bar pressure and examined it and made  
11 sure it was tight.

12 Let's see. Okay. So back to maneuvering now. We went,  
13 Conner and I went up and were chit chatting and on deck I had  
14 approximately a half a beer and the alarm went off. Because I  
15 remember I came back and that beer was just sitting there. All  
16 right.

17 Q. Do you remember what brand?

18 A. Huh?

19 Q. What brand?

20 A. It was a Corona.

21 Q. Corona. Okay. Half a Corona.

22 A. Yeah, half a Corona, yeah. And that's just to be perfectly  
23 honest, okay. So, you know, I had a half a beer.

24 So we got the fire alarm. Conner ran down. He opened up the  
25 internal door and said, Mike, there's a real fire. So I went over

1 to A deck here and looked in the camera, and it appeared to me to  
2 be an alpha fire down inside the boiler. So I suited up with  
3 Conner.

4 Q. Did you notice, were any of the cameras out by that time  
5 or --

6 A. I don't recall. I just was concentrating on where the flames  
7 were coming.

8 Q. Gotcha.

9 A. Okay. And, I grabbed -- we suited up, and we put on our  
10 SEVAs (ph.) and went on air, and we just grabbed some  
11 extinguishers thinking it was just dunnage there. Okay. And, I  
12 opened the door. As soon as I opened the door, I realized it was  
13 an extreme fire, and had been firefighting just recently this  
14 year. So I shut the door and called the bridge, called -- the  
15 chief came down about that time. As I recall, I said we need to  
16 secure the fuel and turn on the emergency generator. And he did  
17 that. Got the emergency generator going, shut off the fuel. The  
18 water mist was going off at that time. The captain had steam --  
19 video I guess of the steam. I'm just elaborating. I wasn't any  
20 part of that, but I guess that was going on.

21 Let's see. The chief mate came down, and we were going back  
22 behind the house, and there was a fire came suited up, pouring  
23 water in the hatch, getting water down the hatch there. They  
24 opened the hatch and had hoses going down. And we were telling  
25 them -- I guess the chief mate was -- informed them, close the

1 hatch. We're going to release the CO2 at that time, you know.

2 As I recall, we released the CO2 and then set a boundary  
3 cooling. It was very hot. It was extremely hot. Nobody went in.  
4 We had full muster at -- before that. I'm sorry. We had a full  
5 muster of the crew, to make sure everybody was accounted for.  
6 That was really important. Ordered everybody not to go -- not to  
7 leave anywhere, stay put. We were all up on deck, and absolutely  
8 nobody go into the engine room or open the doors.

9 The captain came down and kept morale going. He's very good  
10 with the crew. He kept everybody calm. Nobody was panicking and  
11 I like this captain a lot. He did a good job. He contacted -- he  
12 was on the phone contacting people I guess.

13 The electrician and I went -- finally found in the emergency  
14 generator room how to shut off the alarm throughout the house.  
15 There's a breaker in there. I don't use that. So I didn't know  
16 it was in there but, yeah, we secured the alarm.

17 Q. And I said you don't know times, but like can you give an  
18 estimate. Was it daylight, after daylight.

19 A. It was dark, yeah.

20 Q. It was dark.

21 A. Yeah. It was between -- 1:49 was when the alarm was, okay.  
22 That's the time that I have in my head. That's the only time I  
23 can give you is 1:49 because that's what it says on the log, 1:49  
24 was the alarm. Any other times, it's, you know, I didn't even  
25 know it was Saturday today, you know. That's how -- everything's



1 been a blur since then.

2 Q. Okay. But you -- so to go back. So you and the electrician  
3 secured the alarms.

4 A. Just secured the alarm, yeah.

5 Q. Okay.

6 A. The CO2 alarm was still going when I called.

7 Q. Okay. So you guys secured the alarm in the emergency  
8 generator room.

9 A. Yes.

10 Q. And then what happened after that?

11 A. Everybody mustered. We set up boundary cooling. I kept  
12 Pedro, the chief mate and I, we consoled each other. Went around,  
13 belt bulkheads, you know, and, you know, that's basically through  
14 the night. We just kept boundary cooling on that, on the hatch  
15 and on the bulkhead there. And just watched everybody and nobody  
16 left that area. I don't know what time -- it was daylight I think  
17 when I went back to my room. I couldn't sleep.

18 Q. Okay. Can you kind of go over your experiences and what you  
19 did with TNT when they arrived on board the vessel?

20 A. Okay. So TNT came on and when they came on, we talked about  
21 it. We went over the video there, and that was the first time I  
22 saw the video. And, I counted the cylinders and it looked like  
23 fire. I said, I found it. We had a fire on 5, you know. The  
24 last thing we did, okay. So, yeah, Number 5, it looked like --  
25 when we played it again and I was like I went 1, 2, 3, 4 -- man it

1 looks like -- so it's 4 or 5, you know. I don't know. And so we  
2 looked at the video. And then I don't know how many hours went  
3 by. It must have been 18 hours, and then me and one of the big  
4 guys with TNT went into the engine room.

5 Q. They're all pretty big guys. Do you remember his name?

6 A. It wasn't the older guy. It was the tallest guy they had,  
7 and I forgot his name.

8 UNIDENTIFIED SPEAKER: Mr. Williams.

9 MR. GLESSINGS: Hum?

10 UNIDENTIFIED SPEAKER: It's Mr. Williams.

11 BY LCDR [REDACTED]

12 Q. Yeah, we had Billy, Josh, [REDACTED] or Johnny.

13 A. I believe it was [REDACTED]

14 Q. It was Johnny maybe?

15 A. Yeah.

16 Q. Okay.

17 A. I don't remember, but don't take my word that that was his  
18 name.

19 Q. Okay. That's fine. But you were with one of the TNT guys  
20 then.

21 A. Yeah. The TNT guy was leading, you know, was on air, and he  
22 was checking the CO2 content, and there were pockets that there  
23 was strong amounts of CO2. The lower engine room later on, he  
24 went back out there again and the lower engine room was off limits  
25 for sure. Okay. We went over, and I looked at the pipe. I saw

1 the pipe was separated, but I also saw the high pressure pipe was  
2 bursted out on that. The other thing we did was, there was fuel  
3 on Number 4. There was fuel on Number 5, and I secured the fuel  
4 on all of the engine. All the engine fuel lines were shut at that  
5 time, and I did that.

6 Q. So that's when you went with TNT --

7 A. Yes.

8 Q. -- you secured the fuel lines.

9 A. I secured all the fuel lines on the engines, that's 12, 12  
10 lines. There was a lot of fuel on Number 4, all right. So I just  
11 need to mention that in your investigation because I'm not going  
12 to tell you what happened, if it was that return line or if it was  
13 this or that. It's up to the experts to find that out. I'm just  
14 telling you that there was a lot fuel on Number 4.

15 Q. Okay. And so once you were down there and you investigated,  
16 you saw a lot of fuel on 4. You saw fuel on 5. You secured all  
17 the fuel valves. And then what did you do from there?

18 A. We exited and we talked upstairs and we closed the space off  
19 I think, because there was CO2 still there.

20 Q. Um-hum.

21 A. And I don't know many hours went by.

22 Q. A good time.

23 A. A good amount of time. I mean I think it was like 9 or  
24 something like that. Another 8 to 12 hours. I couldn't tell you.  
25 I really -- it's a blur to me right now how many hours went by.

1 Q. That's fine. That's fine. Like I said, just let us know  
2 what happened, and that's what we really want to get at right now  
3 is just hear your story.

4 A. Right. Okay.

5 Q. So a couple hours went by after you had left the engine room,  
6 and then what happened?

7 A. Okay. So we just -- everybody left the engine room, you  
8 know, we're on emergency generator. The electrician and the chief  
9 steward grabbed a barbecue and put it outside. I mean we got off  
10 the emergency panel spare, ran extension cords, so people could  
11 charge up their cell phones, get coffee, get the copy machine  
12 going and things like that. Just keep myself busy.

13 Q. Vital things, coffee and --

14 A. You know, just keep myself busy, too, to not dwell on the --  
15 and keep the crew happy with the barbecue and, you know, try to  
16 keep -- and that's the captain, too, you know. Get everybody, you  
17 know, not depressed and complaining, you know, as far as it goes,  
18 keep morale up, not, you know. And so the coffee maker was really  
19 a plus and having barbecued hamburgers and things like that was  
20 kind of one of those things that they wanted to do. I won't  
21 elaborate about it, but I just wanted to tell you, the captain  
22 does -- that this is important in situations like this I think,  
23 think the morale from -- because that can escalate more negative  
24 energy.

25 Q. So, you entered the space with TNT.

1 A. Um-hum.

2 Q. Left out.

3 A. Yeah.

4 Q. Did you enter the space with TNT after that?

5 A. Yes, we did again. We did it again. We -- when I first went  
6 in with TNT I should tell you that we saw the video. One video  
7 was working in the generator room, and it was a strobe yellow  
8 light going, and we thought that was the first. So went down with  
9 extinguishers and it was fine, you know. And that was the first  
10 time we went in, that's right.

11 Okay. So we went in, we went down, checked it out, and we  
12 were able to walk in there without air. Then we tried to  
13 establish ventilation throughout the engine room, tried to vent it  
14 out, and we opened up, physically opened up two air dampers  
15 because they're closed by air, operated by air, opened by air, and  
16 we had no (indiscernible). Got that going.

17 Then we walked around and I grabbed the wipers to clean up  
18 fuel. There was a bursted fuel on the boiler, oh, what is it?  
19 The boiler pilot igniting pump, a small little pump in the corner,  
20 and that had a quick closing valve on it and had pressure on it  
21 and it had a burst on the seal. So I secured the valves on that.  
22 I had the wipers come down and clean that up. They cleaned up  
23 some oil that was around that area, and we looked around the  
24 generator. We were going to start up Number 1 generator was the  
25 plan, and the compressor. So in that area, there was a little bit

1 of fuel. We cleaned all that up before we started up the air  
2 compressor.

3 Got the air compressor running, building up air, and we were  
4 looking to get the pre-lube pump on the emergency buss on Number 1  
5 generator. So we got that going. We found the breaker, what  
6 tripped on that, and we got the breaker on that closed, and the  
7 pre-lube pump was going and we were good to go.

8 So at this time, it seems like hours. I don't know what time  
9 it was during the day, but we walked around. The TNT guys were  
10 down there and watching and looking for any potential fires, and  
11 we proceeded to say, okay. We're going to start up Number 1  
12 generator, and everybody was around.

13 So with this said, we realized there was no jacket water.  
14 There's no ventilation. Okay. No jacket water, no ventilation,  
15 and we're going to use the flushing pump which is on the emergency  
16 buss also. So we had it lined up to the emergency buss flushing  
17 pump. We were running the flushing pump in the purifier room.  
18 The purifier room was clean, no fuel spills whatsoever in there.  
19 It was the way I like it. Nice and clean. No oil nowhere.

20 All right. So we started up the flushing pump, examined  
21 that. Looked at the fuel lines, looked at the fuel pressure,  
22 walked around the generator, the air was built up by that time.  
23 We started the generator. It started, put it online and we had  
24 lights.

25 Okay. Then, at that time, we're getting high temperatures on

1 the exhaust, and I didn't realize but the air blanket was all  
2 sooted up. So I ripped that off and then the temperatures came  
3 down immediately. This is all going through my head right now of  
4 what happened. If you can interrupt if you want, but we got that  
5 online. And then we went over to Number 3, and we proceeded to  
6 put Number 3. Had the lights on at that time, had the jacket  
7 water going and had the ventilation fans going in the engine room,  
8 finally getting some air, lights and then I had the whole crew  
9 down there. We wanted to get the MSD going, things like that,  
10 potable system going, things -- get back to normal. See what was  
11 working and what wasn't.

12 At this time, we looked around. I kept telling the guys,  
13 let's be careful and I grabbed the electrician and told him, let's  
14 clip off dangling wires off of the lights that were hanging. Even  
15 though 98 percent of them were probably shorted or dead, we wanted  
16 to get rid of any potential problems like that. So the  
17 electrician went out and clipped all the wires and buttoned them  
18 up and secured them all for safety reasons. I didn't want anybody  
19 getting electrocuted.

20 Let's see. We have lights, power, and then when we started  
21 to close the breakers on the cargo, watching the line, watching  
22 the load on the generators, doing rounds on the generators. I got  
23 3 inch mirrors down there and the wipers and then a junior  
24 cleaning up any fuel. Everybody knows that we're looking for fuel  
25 and oil, any fuel or oil. Everything was working well. There's a

1 couple of hiccups here and there. They checked the water head  
2 tank. It was low. They filled it up. HT is completely empty.  
3 HT tank is empty. LT was, I don't know how, but it's -- we got  
4 lights now. It's kind of a miracle I think. The LT system is up  
5 and running. Pumps are good. We checked the water temps. We put  
6 it to manual on the jacket water. And I can't think of anything  
7 else right now, but that's basically -- we got everything up and  
8 running. I don't a little miscellaneous stuff running around, but  
9 checking, double check.

10 Basically the crew, my junior or wiper, were on step with any  
11 oil and reporting it to me, any oil or fuel leaks.

12 Q. So on that, when you were cleaning up oil and you were, you  
13 know, you had your oiler go clean it up? What were they using?  
14 Were they using an absorbent rags or were they using mops?

15 A. They were absorbent pads and then they were using aqua cuff  
16 or aqua break I think it is. It's solvent and with water.

17 Q. Is it like Simple Green or --

18 A. It's like Simple Green.

19 Q. Okay.

20 A. Yeah, yeah, and then cleaning all the residue off after that.

21 Q. Okay. And then -- so you used absorbent pads to clean it up.  
22 And so like you had mentioned before that when you did your  
23 initial exam, that you saw a lot of fuel around that Number 5 and  
24 Number 4 cylinder.

25 A. Yes, I did.



1 Q. How did you clean that up?

2 A. I had the wiper and junior take absorbent pads. There was  
3 water leaking off of 4 now. So that's all migrated down into the  
4 bilge. 4 and 5 had water around it, and all that fuel has been  
5 washed away into the bilges. And now we're pumping it. I tried  
6 to close the valve on the jacket water on 5 and that valve is not  
7 -- I don't think it's working. I think it's got -- but if I dump  
8 the water -- I just talked to the chief about this. If I -- I  
9 tried pouring the water off of one cylinder right now, but I think  
10 that they're all connected and will fill up and overflow the tank.  
11 So I'm just letting it drip a little bit and we're pumping out the  
12 bilge under the flywheel which is the smallest bilge that we have.  
13 So.

14 Q. So during the -- got it. During the -- after the CO2 was  
15 dumped, and you entered in there, from after you entering then  
16 until you got towed to here, was there a lot of like oily water  
17 mixture in the bilge of fuel down there?

18 A. No, not really. It's mostly water at this time, but at the  
19 beginning, there was.

20 Q. There was now.

21 A. Not very much.

22 Q. But some.

23 A. I would say a minimal amount because I did close off the fuel  
24 right away.

25 Q. Okay. So how did you clean up the bilge? How did you get

1 all the water out of the bilge without having electricity?

2 A. We got air.

3 Q. Okay.

4 A. Right now?

5 Q. No, no, like during the fire, during the tow back, how did  
6 you clean the bilge or did you just let the -- was the diesel  
7 still there?

8 A. Yeah, the diesel was still there.

9 Q. Okay. So you didn't bother -- you didn't --

10 A. No, sir.

11 Q. -- touch that. You left that alone.

12 A. No, I didn't touch that at all.

13 Q. Okay. So there was still a good mixture of the diesel in the  
14 bilge?

15 A. Yeah, and the jacket water was leaking on the head. So it's  
16 dripping.

17 Q. It's cleaning and bringing all the fuel down with it?

18 A. Yes.

19 Q. Yeah, yeah. Just some general things. When did you actually  
20 join the ship for this trip?

21 A. I have to look at the -- June 28<sup>th</sup>. I don't know. You have  
22 to ask the captain. I've got to look at my sign on --

23 Q. Okay.

24 A. -- to tell you the truth.

25 Q. Like are you --

- 1 A. The day I signed on, I don't know. The day I signed on?
- 2 Q. Yeah, yeah.
- 3 A. I don't --
- 4 Q. Like a month ago, two months ago.
- 5 A. Yeah, a month ago.
- 6 Q. One month ago.
- 7 A. It was my first trip. So, yeah.
- 8 Q. Okay. You don't have to be exact. I feel we can check it
- 9 but I thought I'd check with you.
- 10 A. Fifty days ago I guess.
- 11 Q. Fifty days, okay. So in that time period, so were you on
- 12 board the vessel when they had to do the emergency repair to that
- 13 Number 5 line before arriving to LA or --
- 14 A. This time?
- 15 Q. So during this last trip, did you have to do any repairs to
- 16 the Number 5, that fuel line or no?
- 17 A. Yeah, we did replace that line in LA.
- 18 Q. At the dock.
- 19 A. At the dock.
- 20 Q. But before that, did you have any --
- 21 A. I did not.
- 22 Q. Okay. In your previous sailings with the ship, have you had
- 23 to -- dealt with any issues with that line before?
- 24 A. On other cylinders we've had problems with return lines, and
- 25 one of the -- with that said, and just keep this in account, that

1 when I saw this fire, I saw the fuel going back towards the  
2 exhaust. When these lines normally go, they usually go the other  
3 way, towards the bulkhead.

4 Q. Okay.

5 A. They going -- the direction of flow doesn't go that way. It  
6 goes out from the engine, and we've had one blow out and it just  
7 hits the bulkhead, and we've had to clean up.

8 Q. Do you remember what cylinder that was the one that blew out?

9 A. I would say it was 1 or 2 cylinder.

10 Q. 1 or 2 cylinder.

11 A. And we had one go out and we were able to shut off the fuel  
12 at that time when that happened, but it still made a mess.

13 Q. And that one that blew out, that was like a year ago or --

14 A. Yeah, I guess the other -- my relief had them blow out, too,  
15 and changed those. You can look at their change notes, but this  
16 is something that we do around on, something when we get into  
17 work. We check all the brackets on those to make sure the  
18 brackets are tight, and -- yeah. And it's one of the routine  
19 things to do when we get to the West Coast. But we didn't have  
20 any extra guys this time, but we just did that one line, but we  
21 normally have day workers whose job it is to check all the high  
22 pressure lines, re-torque them. I didn't have, because of COVID,  
23 I didn't have the extra guys but it's a routine job I have is to  
24 re-torque all the high pressure braided lines and to check the  
25 brackets on the return lines of it, but I didn't have extra guys

1 to do that.

2 Q. And then you said you have replaced other return lines that  
3 maybe didn't blow out or were leaking?

4 A. I can just say that I had one other blow, but I've had in my  
5 relief notes --

6 Q. Others.

7 A. -- others that have gone.

8 Q. Okay. And for the Number 5, question, why did you choose  
9 Number 5 to be the one you replaced this trip or --

10 A. Because that was the one that they said that needed to be  
11 replaced. It was --

12 Q. Who's they?

13 A. The chief engineer.

14 Q. Okay. Got it. The current chief engineer?

15 A. Yes.

16 Q. Okay. So he was the one that said they were going to renew  
17 this one now?

18 A. Yes.

19 Q. Okay. So he was the one that made that choice, and then when  
20 the ship got to the dock, can you kind of just go through the  
21 evolution of changing out of the line?

22 A. Okay. I wasn't -- I grabbed the ferrule, the correct ferrule  
23 for it and the second engineer, I assigned him the job. I did not  
24 do the job myself. I (indiscernible) I didn't.

25 Q. Okay. So you grabbed the ferrules, and then during -- was it

1 the morning meeting or when --

2 A. Yes, morning meeting, yeah.

3 Q. Okay. So you assigned him the job in the morning.

4 A. Yes.

5 Q. That was -- do you remember what date?

6 A. That was the 27<sup>th</sup> I think, the 26<sup>th</sup> or 27<sup>th</sup>.

7 Q. The 26<sup>th</sup> or 27<sup>th</sup>. Okay.

8 A. Yeah.

9 Q. It was on the West Coast when we were in port.

10 A. Okay. And, so were you involved in the removal of the old  
11 pipe at all?

12 A. Yes, I was. I helped him remove the brackets and got it out.

13 Q. Who did you do that with?

14 A. I did most of it myself and then the next morning I had the  
15 third engineer take it out the rest of the way.

16 Q. Okay. And then did you use a crane to pick it up or did you  
17 just --

18 A. No, we just --

19 Q. -- carry it out?

20 A. It was -- you seen the pipe.

21 Q. Yeah, yeah.

22 A. You don't need a crane for that. You just pull it out.

23 Q. Okay. And then -- so it was taken ashore. Do you know who  
24 helped get the new one?

25 A. Yeah, it was dockside.

1 Q. Okay. Dockside. And then the pipe that was used, was that  
2 something that they provided or did the ship provide the pipe to  
3 be used?

4 A. We got the pipe on the ship. I don't know who brought it on  
5 or what vendor. It was here --

6 Q. Okay.

7 A. -- when I joined the ship.

8 Q. Okay. And then did you physically go to the storeroom and  
9 take it out or how did it --

10 A. It was standing by with other parts that needed to go ashore  
11 to be -- there was a lot of things that we were getting repaired,  
12 and plus a strainer basket, two strainer baskets. I think three  
13 pipes altogether were getting repaired.

14 Q. Were the others like bigger diameter --

15 A. Yes.

16 Q. Like -- it's not really that relevant but was it like fresh  
17 water cooling --

18 A. Yeah, it was a feed water elbow. There was fresh water feed  
19 and -- fresh water feed, and then the OWS discharge line sprung a  
20 leak in the well and they provided us with a new pipe and coated  
21 and that is in the oil room in a locker.

22 Q. Okay. That's just in general.

23 A. I'm just telling you everything so you -- you're probably  
24 going to check it anyway but, yes, I put that in the repair in the  
25 oil locker room.

1 Q. Okay. Yeah, right now, we're -- right now, we're  
2 concentrating on the fire.

3 A. So, yeah. I'm sure there's a lot of pipes being put to  
4 shore.

5 Q. Okay. And so the new piping that was going to be used was  
6 just put on the pallet to be brought ashore.

7 A. Yes.

8 Q. And taken dockside. Is that correct?

9 A. Yes.

10 Q. Okay.

11 A. Plus get it extended to fit.

12 Q. Okay. Did you -- you said you don't know when it was brought  
13 on, but did you provide dockside with any sort of certificate of  
14 material that was used for the pipe?

15 A. I did not receive anything like that.

16 Q. Okay. So there was no actual tracing of the piping used that  
17 you know of?

18 A. That I know of, no.

19 Q. Okay. And then from there, it went ashore, they made it,  
20 came back and if you can go from there with like when you received  
21 it and kind of what went on with that?

22 A. So the day before, I can remember now, the second engineer  
23 was helping. I was helping him. We were working on the  
24 evaporator. We were taking the plates apart and cleaning the salt  
25 out of them, and then when that job was pretty much finished, I



1 said, I've got a lot of stuff to do here, and I'm going to give  
2 you this job. Conner is very competent. I've worked with him now  
3 a couple of times and I felt comfortable giving him that job and  
4 not having to oversee it because he's like top shelf engineer,  
5 that we have on. I gave him that job, that assignment, and told  
6 him take his time. He could take all day, he can take as long as  
7 he wants. I did not rush him on that job. I said this is, you  
8 know, one of those things you can take your time with. I don't  
9 care how long it took. Make sure the brackets are secured. I  
10 think I mentioned the brackets several times to him.

11 Q. Okay. And then -- so you assigned him that job in the  
12 morning. And then did he report to you that he had finished the  
13 job or how did you -- did he --

14 A. He reported to me that he was having a hard time putting the  
15 brackets on, and I said, well, just keep at it and put a smaller  
16 -- I think he said -- then we found out that he could use a  
17 smaller fitting to put it on, and he proceeded to do that.

18 Q. So when you say small fitting, a smaller fitting --

19 A. A smaller -- I should say a smaller fastener, screw -- nut  
20 and bolt. Okay. And some application on that bracket, on the  
21 bracket. Okay. So after that was done, we turned on the fuel to  
22 the engine to test it.

23 Q. Okay.

24 A. This is standard.

25 Q. Okay.

1 A. When we do any work like that, we put fuel on it, and comes  
2 up to like 6, 7 mar (ph.).

3 Q. Yeah.

4 A. So we looked, and I said okay. That one's fine. Let's go to  
5 the rest of the line. Look at all the pots, drain lines, and see  
6 what's going on. I walked the line with him. It looked fine.

7 Q. One of the questions we had was we noticed on some of the  
8 other valves that they had put like a splash tape around it. Do  
9 you recall anything about that?

10 A. The splash tape is on the return --

11 Q. Yeah.

12 A. -- portion of that. That was done prior to when we took over  
13 the vessel.

14 Q. Okay.

15 A. Those return lines. We've had to replace some of the return  
16 lines since. That's why some don't have that wrap on.

17 Q. Do you know if that's requires, to put the splash tape on  
18 or --

19 A. I don't know if it's required, no.

20 Q. All right.

21 A. It's a great idea though. Why not.

22 Q. Do you have splash tape on board?

23 A. I think so. I'm not sure. I'm not sure where it is.

24 Q. And then --

25 A. Perhaps that's what I'll do from now on.

1 Q. So let's see. So you put fuel on the engine and examined to  
2 see if it was pressure tested to working pressure. And then did  
3 you do any other testing to that or was that the extent of the  
4 test that you needed to be done?

5 A. That was it at that time. And just to let you know, there  
6 was many other things I was doing. I wasn't just doing one thing.

7 Q. First engineer busy? I can't imagine not.

8 A. I can show you my -- if you'd like, I've got a daily log.

9 Q. Yeah, and the duties of the first engineer run you pretty  
10 ragged I imagine. So.

11 A. Yeah, I was working on a steering gear and the auxiliary  
12 blower as well as a new C strainer, two new C strainers coming on  
13 board and making sure that -- the C strainer was one of the jobs I  
14 was more involved with right at the time because they -- I don't  
15 know, but like, and I'm no genius but I'm the only one that can  
16 get it on without it leaking and, you know, it's one of those  
17 things I have to painstakingly take me away from other jobs to do  
18 that, plus I have the steering or looking at, examine to put a new  
19 steering pump back there, and so I was on the bottom of the engine  
20 room, back in the stern, working on the evap, blowing on the MSD,  
21 stores coming on board, you know. I've got the list of work that  
22 I did on the West Coast, but it --

23 Q. (Indiscernible) days --

24 A. Yeah.

25 Q. -- company reports, all this stuff.

1 A. Yeah, yeah. Check, yeah, doing many, many things and not  
2 stopping.

3 Q. Was Class (ph.) on board during your visit? Did they do any  
4 like machinery items or --

5 A. No, I don't think so.

6 Q. Okay.

7 A. Not that I'm aware of.

8 Q. Okay. So that was the installation of the return line.

9 A. Yes.

10 Q. And then -- so after the vessel got underway, it sounded like  
11 you and Conner, you and the second assistant were working together  
12 throughout the engine room for the day?

13 A. Right. The time we left the dock, I don't know.

14 Q. Um-hum.

15 A. But I'm thinking it was around 1800. You probably know more  
16 than I do about what time we left.

17 Q. Probably.

18 A. First bell. I don't know what first bell was. But first  
19 bell, Conner and I walked the line, meaning walked the fuel system  
20 on the main engine, looking at all the injectors, looking  
21 especially at number 5 because that's the only one we did on the  
22 engine. I went down and checked out the high suction strainer,  
23 you know, things like that. Everything was going on around the  
24 engine room on first bell. This is always done when I'm on the  
25 run.

1 Q. Does the chief ever do that with you or is that just mean  
2 that that's expected the first on this vessel?

3 A. It's something I do, yes.

4 Q. And so you did your examination rounds, and then around 1800  
5 or so.

6 A. I left the engine room for a while. Okay. Then we slowed  
7 down. We put the -- what we did was we were exercising our turbo  
8 cutout. Okay. So number 2 turbo was out and working, and we  
9 wanted to go up to 80 rpm. So we told the captain, well, we need  
10 to stop to close that turbo. So we have four turbos. So we  
11 closed one off for fuel efficiency --

12 Q. Yeah.

13 A. -- so on and so forth. I went down -- it's something that I  
14 do. So I was called down for that, close the turbo. So I closed  
15 the turbo and we got going again and the chief says, can you  
16 handle it? I said, yeah, I've got it. And so he went to bed and  
17 I went with Conner and Conner had the duty and we brought it up  
18 slowly. I'm watching exhaust liner temperatures, coming up 3 rpms  
19 every 5 minutes or so, doing a round as well. Conner was doing  
20 the round. I was sitting in the control room. I stay in the  
21 control room when the chief's not there and keep going.

22 Q. So it sounds like -- so you brought -- you -- so you brought  
23 the engine up to how many rpms?

24 A. 80 rpms.

25 Q. 80 rpms. Okay. And then did you notify the bridge by radio?

1 Did you call them? Did you do anything like that?

2 A. Well, we called them every time we wanted to come up, the  
3 rpms. When I saw everything set on the liners and the KWs,  
4 everything on that load was doing fine, I come up some more. I  
5 know this is my ship, so I know how she works. If I see a high  
6 line or count, I'll call the chief right away or high exhaust or  
7 low exhaust. Everything was smooth. Everything was running fine.  
8 We got up to 80 rpm, and then we -- I said let's get out of here.  
9 Everything's okay. We did -- no, we did another round together.  
10 I went down and looked at the -- below ship and everything. I  
11 wanted to make sure all the -- I was very concerned about the high  
12 suction strainer and, yeah, but we did look at the fuel lines as  
13 well, but I was more concerned -- I spent -- I did go by that  
14 line, and I did look at it, all right. But I did spend more time  
15 down in the engine room looking at other things and the --

16 Q. So what was wrong with the high suction strainer?

17 A. We just replaced it, and the guys were having a hard time  
18 with it the day before, and I put it in. So I wanted to make sure  
19 it wasn't leaking.

20 Q. Hard time, like they couldn't --

21 A. It's a big --

22 Q. Yeah, it's a big, yeah.

23 A. Yeah, and the gaskets. It's salt. So the lid on it  
24 deteriorates and everything's, you know, you don't how -- well,  
25 you think it's going to work. I've got a new gasket on it, and I

1 put it on and I just wanted to make sure it wasn't leaking. I  
2 didn't want -- yeah.

3 Q. It sounds like you maybe had a little bit of leaking before?

4 A. Yeah, we had a little bit of a nuisance leak, you know.

5 Q. Yeah.

6 A. It wasn't a big, you know, rush but I don't, I don't want to  
7 put water into my bilge water tanks if necessary.

8 Q. Absolutely.

9 A. And so I was looking at that. I was looking also at the  
10 jacket water cooling. We switched pumps also. I forgot to  
11 mention that. We switched pumps on our system, so I put on the  
12 odd number pumps. And so I wanted to check all the pumps as well.

13 Q. So you went back up to the room with Conner, back up to the  
14 house?

15 A. Yeah, I went up E deck. I went out on the patio, and I  
16 cracked open a beer, and was about halfway through that beer when  
17 I got the alarm, and I looked in the room and it says it's a fire  
18 alarm. So, of course, I went down with him, and I was not going  
19 to let him go down alone if it was a fire alarm.

20 LT [REDACTED] Bart.

21 MR. BARNUM: Thanks.

22 BY MR. BARNUM:

23 Q. Thanks for being here. First, just a few follow ups. You  
24 had said that you were on here, maybe a year ago, whenever, when  
25 one of these return fuel lines let go and made a mess on the

1 bulkhead.

2 A. Yes.

3 Q. How did you guys discover that, that you had a leak?

4 A. We actually -- I can't recall today. I think it was an alarm  
5 for something and something else, and came down and saw it  
6 leaking. And, you know, there was no drop in pressure or anything  
7 like that, but as soon as I opened the door, I smelled the fuel,  
8 and walked down, called the bridge. Told them that I shut down  
9 fuel on that cylinder, and we proceeded to have to clean that up.

10 Q. Can you still operate the engine with one cylinder secured?

11 A. Yes, you can. You can take it off stroke.

12 Q. Did you do that in this instance or just shut the entire  
13 engine down?

14 A. We shut the whole engine down at that time, and we didn't  
15 have time to go off stroke.

16 Q. Okay. When it failed that time when you were on board, was  
17 it a similar failure in that the ferrule stayed in and the pipe  
18 came out or how --

19 A. I think it was in the lower part of that pipe that went, and  
20 I think it was a coupling, yeah, problem.

21 Q. Okay.

22 A. I came apart.

23 Q. We had seen some welded repairs on other sections of pipe.  
24 So this was a different failure.

25 A. That I was a failure that I wasn't on board.



1 Q. That would be a different type of failure though. They were  
2 welding up a pin hole leak and this was just a coupling?

3 A. Yeah, I don't know what kind of leak that was, but that leak  
4 wasn't acceptable.

5 Q. Yeah.

6 A. Yeah.

7 Q. When you got there and discovered this leak, was it spraying  
8 or was it --

9 A. Yeah, spraying.

10 Q. Spraying.

11 A. Spraying on the bulkhead.

12 Q. Yeah.

13 A. Opposite way of the exhaust.

14 Q. Right. But it was a different fitting than the one we've all  
15 seen --

16 A. Yeah.

17 Q. -- further down.

18 A. Yeah.

19 Q. Okay. Great. The re-torquing of high pressure fuel lines  
20 that you like to do when it's not COVID, you have more people on  
21 board, what is the torque that you bring those to?

22 A. It's 190 but I go to 200.

23 Q. Okay. And reason you go a little over?

24 A. Just a little bit more.

25 Q. Yeah.

1 A. Just a little bit more. Yeah. It's 198 or something like  
2 that. I think it's something like that.

3 Q. Okay.

4 A. So, yeah.

5 Q. Why do you do that? Have you had a problem in the past?

6 A. Yeah, we've had problems with the high pressure lights. We  
7 have these aftermarket, and you probably can see on the engine,  
8 there's like two left of the aftermarket ones. And those were  
9 really a problem at the beginning when we took over the ship.  
10 They were leaking and we were taking them off before we even  
11 started. We didn't even start the engine. When I'd turn the fuel  
12 on, I'd see them leak and high torqued them down and they'd still  
13 leak. So we took them off and finally, Mr. Matt Cleary (ph.) came  
14 on board, and I complained about it and told him that they were  
15 dangerous, and he went and made sure that we get these braided  
16 lines now from now on.

17 Q. Okay. Matt Clearly is the port engineer?

18 A. He's the safety, yeah, officer for APL.

19 Q. So the two remaining older style lines, those are the ones  
20 with the insulation on them?

21 A. Yes.

22 Q. Yeah. And these braided lines, these newer ones that you're  
23 replacing them with, are they --

24 A. They're original parts. So it's a manufactured original  
25 part.

1 Q. Okay. That's something you're getting from BMW?

2 A. Yeah.

3 Q. Yeah.

4 A. Yeah, I believe so.

5 Q. So you said that you had seen these leak before at the  
6 fitting. Have you ever seen them leak because the pipe burst?

7 A. No, I have not. The high pressure lines we're talking about?

8 Q. Yes, sir. Yeah.

9 A. I've never seen. I've heard of them leaking but, no, I've  
10 never seen them. I've never seen it happen. So that combination  
11 of why that would happen, and I'm just guesstimating here, because  
12 this is going through my head as an engineer, is that the shock  
13 absorber line failed as well as the injector at the same time. So  
14 the shock absorber on the fuel system takes the brunt of the  
15 pressure of the fuel being --

16 Q. The pulsations.

17 A. -- the pulsations.

18 Q. Yeah.

19 A. And I feel that if that and an injector was not performing  
20 right, at the same time, that that might cause a burst. Now this  
21 is just speculation on my part.

22 Q. Yeah. So you were telling us your history before, at the  
23 beginning of the interview. You self-proclaimed diesel guy, you  
24 have a lot of experience on these engines. And you've never seen  
25 one of these --

1 A. No, I've never seen them burst ever, and the new ones that  
2 are braided like this, I kind of like, you know, I believe in  
3 those. The aftermarket ones I didn't like it at the beginning at  
4 all. I didn't like -- the insulation on them was falling off half  
5 the time. You know, it wasn't -- it just didn't look safe to me.  
6 The actual mating service to the injector and to the fuel pump was  
7 different than the manufacturer. So I didn't like that.

8 Q. And the braiding you're referring to, is that on the --

9 A. On the engine lines, yeah.

10 Q. That's just -- why is that there?

11 A. It's a safety in case a line bursts.

12 Q. Right.

13 A. I can tell you they're double walled, seamless pipe.

14 Q. That's -- my next question is if you have one of these --  
15 you've obviously installed these.

16 A. Yeah.

17 Q. And you look at the inside of one, you said it's -- they're  
18 double lined steel.

19 A. Double wall, yeah.

20 Q. Double walled.

21 A. Seamless pipe, yeah.

22 Q. Can you basically tell me what a double lined is?

23 A. It's a double walled, double pipe, a pipe within a pipe.

24 Q. A pipe within a pipe. Okay.

25 A. Yeah.

1 Q. So that inner pipe high pressure fuel, what is the pressure  
2 in there?

3 A. I'm thinking 400 bar plus, something like. It might be more.

4 Q. And if that pipe were to rupture, where would the fuel go?

5 A. It should leak off on the ends of the pipe into the shielded  
6 area, and it should give you a telltale off of either the injector  
7 or the fuel pump of a fuel leaking there. I have seen wet braided  
8 pipe with fuel on it, and replaced it right away. I didn't take  
9 it apart and look to see, you know, where it was, but perhaps, I  
10 don't know, it could have been different. But that's what the  
11 double protection is. It will -- you'll see saturation on your  
12 braid and that's --

13 Q. I think I've got some clarity now, but one more thing. The  
14 high pressure pipe, and then the outside a flexible jacket.

15 A. Yes.

16 Q. It's not designed to retain or be pressurized?

17 A. No.

18 Q. Right. Okay. Thank you for clarifying that. And I've seen  
19 them down there, the one -- there's two of them actually that  
20 appear to be ruptured. Have you seen those?

21 A. I saw the one off of 5, right above. I didn't see the other  
22 one, no. Where was that?

23 Q. It was on 6 or 7.

24 A. Is that right.

25 Q. Same thing. Have you seen that before?

1 A. No, I never seen that before. No. I've never seen the braid  
2 sheer around like that, no.

3 Q. Yeah. Any idea what could cause that?

4 A. Once again, I think that, you know, if like we had a shock  
5 absorber that wasn't taking up the pulsation and maybe a core  
6 injector at the same time or --

7 Q. Yeah.

8 A. -- something like that.

9 Q. But you have seen a weep hole one or one that --

10 A. I've seen them weep and I've seen saturation on a braid.

11 Q. Right.

12 A. But I haven't seen an actual braid blowout like that.

13 Q. Right. Okay. Let me look through here.

14 A. I'd be curious. You guys, I don't know if they're going to  
15 be telling me what happened. I'd be very curious to know.

16 Q. Sure. Yeah. Definitely. As duty engineer, do you stand  
17 duty as well?

18 A. Yes, I do, yeah.

19 Q. Does the chief have a duty?

20 A. No.

21 Q. He doesn't stand a duty. This isn't a quiz. I don't expect  
22 you to know this, but do you know how many CO2 bottles are  
23 segregated for the engine room?

24 A. It's on a placard here. It's 200 something. I know that  
25 there's 47 left for cargo I think, 200 something. It's on a

1 placard. I just read it but, you know, I don't know the exact  
2 number right offhand, no.

3 Q. Okay.

4 A. But there are some left. The ones that are left, I shouldn't  
5 elaborate I guess but I will. The only way -- Pedro and I would  
6 figure out which ones were discharged and which ones weren't, and  
7 I think the only way is to take them out and weigh them. I mean  
8 there's no -- we were hitting them with the back of a wrench to  
9 see how they act, although they all sounded the same, but I think  
10 you'd have to -- unless you guys can tell me how to check a CO2  
11 bottle, I think we just have to take them out and weigh them.

12 Q. Okay. I'm just looking through here. There's a couple more  
13 for you. Oh, we were asking Conner as well, and you've already  
14 mentioned it. We were talking about pressure and in that return  
15 line, I think you had said -- what did you say here? What  
16 pressure is in that return line? You said 6 or 7 bar.

17 A. Yeah, it's about 6.5 to 7 bar, yeah.

18 Q. Okay. And how do you know that?

19 A. By the fuel pressure.

20 Q. Okay. And that fuel pressure is --

21 A. It tells me that on the panel, you can see it, and then it's  
22 on the engine side as well. There's several places you can see  
23 the fuel pressure.

24 Q. Okay. Where is that pressure translate to? Where is that  
25 pressure gauge?

1 A. It's on -- it was on the side of the engine side, and then  
2 it's in the control room as well.

3 Q. Is that a pump discharge pressure?

4 A. Yeah.

5 Q. It is.

6 A. It's a return pressure. Yeah, a return pressure granular.

7 Q. Okay. Just Conner was saying it one way. I'm trying to  
8 figure out. Is there -- in that fuel return line, is there a  
9 pressure transducer that gives you a pressure, what the return  
10 pressure is?

11 A. I don't know. I'm not sure if there's a transducer. There's  
12 a gauge. Yeah, there's probably a transducer in there.

13 Q. Okay. So would you expect to get an alarm? Is there an  
14 alarm associated with that pressure?

15 A. Low pressure or higher pressure, yes. I think there's -- but  
16 I don't know if it -- I've never had it go off. I'd have to look  
17 at the SAMS (ph.) to see what the --

18 Q. That's what I was going to ask. Do you know if you've got  
19 the alarm before this incident?

20 A. No, we did not.

21 Q. You did not.

22 A. The only alarm we got was a fire alarm.

23 Q. Okay. And you know that because you've look at the event log  
24 or how did you -- it just --

25 A. Well, when we left, we left with no alarms and then we were



1 sitting outside, and we got the alarm, and it was a fire alarm.

2 Q. Okay. After Conner finished the repair, did you physically  
3 go down there and put your hands on the pipe?

4 A. No, I did not.

5 Q. You just visually looked.

6 A. I didn't put a wrench, I didn't put my hands on it.

7 Q. Okay.

8 A. I put a flashlight on it.

9 Q. Have you -- this type of tubing, have you ever installed  
10 similar in your experience?

11 A. Yeah, I've installed these lines, yes.

12 Q. With a new ferrule?

13 A. Yes.

14 Q. How do you go about ensuring that ferrule is crimped onto the  
15 pipe correctly?

16 A. Make sure that it's in all the way. Start turning it, seeing  
17 if it's -- at the time that you start getting tension, feeling if  
18 it's tight or loose, and then put on more tension, feel if it's  
19 tight or loose and then when I get more tension, I can feel that  
20 it's crimping. Once I feel it's crimping, then I give it a lot  
21 more torque, and then I know that I have it.

22 Q. Do you ever take it back off after to see if you have a  
23 proper crimp?

24 A. Sometimes I do, but not always.

25 Q. You said Conner was struggling with the brackets. Did he

1 indicate that he was having a hard time lining up the pipe? Did  
2 it not fit correctly?

3 A. I think he was having a problem finding the right fastener as  
4 I recall. I don't remember, but he mentioned something about the  
5 brackets, and he said that he found a smaller fastener or screw  
6 that would work better, I think.

7 Q. Okay. Just going through. I think that's all I have for you  
8 first. Yeah, that's all I have right now. Thank you, sir.

9 LT [REDACTED] This is Lieutenant [REDACTED] I actually don't have any  
10 further questions right now.

11 Mr. Letournel, do you have any questions, sir?

12 MR. LETOURNEL: No.

13 LDCR [REDACTED] I probably have one question. Give me one  
14 second.

15 MR. GLESSINGS: Can I ask a question?

16 LT [REDACTED] Absolutely. Please feel free.

17 MR. GLESSINGS: Okay. So you guys -- I'm the last one we're  
18 interviewing now, okay. I feel that you probably had made an  
19 assumption of what went wrong. Could you tell me what you guys  
20 think happened?

21 LDCR [REDACTED] I'll say it. This is Lieutenant Commander  
22 [REDACTED] I would honestly have to say that I'm withholding judgment  
23 right now, and I'm still in the fact collecting, stock finding  
24 mode. And so I'm trying to reserve my judgment as to what  
25 actually happened until we can get completed with all the

1 different fact finding parts of the investigation.

2 MR. GLESSINGS: Okay.

3 MR. BARNUM: I'll be happy to have a conversation after we're  
4 off the record with you, and basically tell you, but I'm going to  
5 have to echo what [REDACTED] has said. We don't -- we weren't here. We  
6 only know what you guys have told us.

7 MR. GLESSINGS: Um-hum.

8 MR. BARNUM: We haven't had the chance to review any  
9 documentation yet. So we're still very early in this  
10 investigation but all the information you guys have given us has  
11 been extremely helpful for me to help understand what's going on  
12 here. Thank you.

13 MR. GLESSINGS: I'm just curious. I, you know, I'm one of  
14 these engineers that I can say that, yes, it's this but maybe it  
15 wasn't. Maybe it was that. And just to be curious about this is  
16 why the fuel went that direction and not the other direction. It  
17 went towards the exhaust. That's kind of -- because I know the  
18 flow of the fuel. And also before, as the video showed, Number 4,  
19 I looked at the first time I saw it, it looked like Number 4 lit  
20 off, but you guys will look at that video I'm sure a few hundred  
21 times again. But the pooling, like I said, I've been -- people  
22 have been asking me about it, and I've been saying I don't want to  
23 talk about it is my answer. Because I don't want to talk about  
24 it. But now I'm talking about it, and the puddle of fuel on  
25 Number 4, and it's something I've been curious about.

1 MR. WALSH: So this is Joe Walsh, just for the record and,  
2 Mr. Glessings, we appreciate the question because we usually take  
3 great pride in the ship and you want to know what happened. These  
4 folks will put together a report at some point in time, and I  
5 believe you will be able to read that. It may not be tomorrow or  
6 next week, most likely not, but when their report comes out, you  
7 will get an answer I believe from what they think it is. So it  
8 will be coming, and I think you've done the right thing by trying  
9 not to talk to too many people, not because you don't have  
10 anything to say, but so that they can remember what they remember  
11 and you remember what you remember, so we don't have a group  
12 think.

13 MR. GLESSINGS: Um-hum.

14 MR. WALSH: And so now we'll let these guys do their job, and  
15 then we'll go from there, okay.

16 MR. GLESSINGS: All right.

17 MR. WALSH: I just wanted to jump in there and explain that,  
18 ease him a little bit.

19 LT [REDACTED] Thank you.

20 LDCR [REDACTED] So this is Lieutenant Commander [REDACTED] again.

21 BY LDCR [REDACTED]

22 Q. So, first, just a couple of questions I have listed with  
23 regards to maintenance on mainly the cylinders. Do you recall,  
24 actually we'll check the records to get an official, but do you  
25 recall where any of the cylinders in the first six, in the bank of

1 the first six are up for any maintenance in the near future?

2 A. Due for maintenance?

3 Q. Yeah.

4 A. No, I did not look actually. We're overwhelmed with the work  
5 on the West Coast of stuff that was left behind and shorthanded  
6 with the COVID of not doing maintenance. When we do maintenance  
7 work, normally we'll give ourselves a lot of leeway, you know, of  
8 course, so we don't delay the ship from sailing. Now, I know that  
9 we wanted to work on the VIT system, variable injection timing.  
10 That was something we were going to try to attempt, but we were  
11 shorthanded and that was something that takes a little bit longer.  
12 The VIT system was definitely on my radar, I forgot what cylinder,  
13 I'm not sure, but that was maintenance that was to do.

14 Q. And then the last question I have was we had talked with some  
15 of the other crewmembers, and they had mentioned that there was  
16 maybe some false fire alarms that had been happening on the vessel  
17 in the past couple of weeks.

18 A. Right.

19 Q. Do you recall any of that?

20 A. Yes. And we found out what it was finally, and we wondering  
21 why it was, this one detector. I took the detector out and tested  
22 it. I switched it with another detector, same area. It was over  
23 by a cascade tank. Okay. So what it was, was the air dryer. It  
24 releases moisture and there's a pot there that catches the  
25 moisture, and vents out. And that was affecting that smoke

1 detector. So it was moist air going in the area. So what we did  
2 was we put a screen over it, a mesh, to absorb the moisture, and  
3 let it drop down in the drain, and that stopped that alarm. We  
4 thought it was the cascade tank steaming because the cascade tank  
5 was there, but the detector was working. It was doing its job,  
6 but we just didn't know what was causing it.

7 Q. Right.

8 A. And we finally figured out that it was the air dryer, that  
9 condensation drops.

10 Q. Okay. That makes perfect sense. Thank you.

11 MR. BARNUM: Just one more question. This is Bart with NTSB.

12 BY MR. BARNUM:

13 Q. First, just to fall on your experience here, you had  
14 mentioned you had seen a lot of fuel around Number 4. Since the  
15 fire, you've had a chance to go down there. You said you saw the  
16 pipe on 5, it was disconnected.

17 A. Yes, sir.

18 Q. Any other location or any other areas on Number 4, 5 or  
19 anywhere else where you thought that maybe this could have been  
20 the fuel leak?

21 A. I thought it was -- I looked, Bart. I didn't see anything  
22 there. But I did see fuel on 4. Maybe it was -- I can only  
23 speculate. I didn't see any smoking gun per se on 4, but I  
24 thought that nobody else measured because nobody else was down  
25 there when I secured the fuel. And, of course, I secured the

1 fuel. I didn't want -- I know you guys wanted to investigate  
2 everything, but we were not going to have any fire hazards there.  
3 And that's why people asked, and I kept saying I don't want to  
4 talk about it and now I'm talking about it. There was fuel on 4.

5 Q. What side of the cylinder was it concentrated on?

6 A. It just goes. The cylinder's -- it all over that cylinder,  
7 yeah. And the drain wasn't working because of all the debris. So  
8 it was just pooled up in there.

9 Q. All right. Thank you. That's all the questions I have.

10 LCDR [REDACTED] Last call, gentlemen. Any other questions?

11 (No response.)

12 LCDR [REDACTED] All right. Thank you very much, sir.

13 LT [REDACTED] It's May 1, 2021. The time is 14:16. We've  
14 concluded the interview with Mr. Glessings. I'm going to now stop  
15 the recording.

16 (Whereupon, at 2:16 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 ON THE *PRESIDENT EISENHOWER*  
SOUTHWEST OF SANTA BARBARA  
HARBOR, ON APRIL 28, 2021-05-25  
Interview of Mike Glessings

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.

  
Kathryn A. Mirfin  
Transcriber