UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

Investigation of:	*	
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FIRE IN THE ENGINE ROOM OF	*	
THE TOWING VESSEL *MARY LYNN*	*	Accident No.: DCA21FM028
IN ST. LOUIS, MISSOURI,	*	
ON MAY 18, 2021	*	
	*	

Interview of: MICHAEL DOLLINS, Chief Engineer
Mary Lynn

On Board the *Mary Lynn*
St. Louis, Missouri

Monday,
June 7, 2021

APPEARANCES:

ADAM TUCKER, Accident Investigator
National Transportation Safety Board

LT [redacted] [redacted] Chief, Investigations Division
U.S. Coast Guard

CWO [redacted] [redacted] Marine Investigator
U.S. Coast Guard

STEVE ENGEMANN, Part Owner
Hermann Sand and Gravel

I N D E X

I N T E R V I E W

(12:00 p.m.)

MR. TUCKER: Okay. Today's June 7th, and it is noon, and we're on board the *Mary Lynn*, the towing vessel *Mary Lynn*. We're going to be conducting an interview of Mr. Mike Dollins.

Is that correct?

MR. DOLLINS: That's right.

MR. TUCKER: And we're on the vessel right now. We're on board, sitting in the shade, thankfully, so hopefully the sun will stay there. We're just going to be asking a couple questions, retrace your steps what happened. We're going to be looking for you to basically express what it was, your boots on deck.

MR. DOLLINS: Yeah.

MR. TUCKER: So you don't need to speculate, just everything what you did. If you don't remember, that's totally fine as well.

We're going to go around and introduce ourselves right now. First we'll start off with the L-T.

LT [redacted] Lieutenant [redacted] I'm the marine casualty investigator assigned to this case.

MR. TUCKER: Steve.

MR. ENGEMANN: Steve Engemann, part owner of Hermann Sand and Gravel.

MR. TUCKER: [redacted]

CWO [redacted] chief warrant officer, marine investigations for the U.S. Coast Guard, St. Louis.

MR. TUCKER: And my name is Adam Tucker. I'm with the National Transportation Safety Board, a safety investigator.

And your name?

MR. DOLLINS: Mike Dollins, chief engineer.

MR. TUCKER: Okay.

INTERVIEW OF MICHAEL DOLLINS

BY MR. TUCKER:

Q. So here come a couple dumb questions. How long have you worked for this company and how long have you worked on the *Mary Lynn*?

A. I've worked for this company 6 or 7 months, and I've worked on -- been on this vessel the whole time.

Q. Okay. And do you, like, go home every night or do you have like a --

A. No.

Q. -- certain hitch you work?

A. Twenty-eight and 14.

Q. Twenty-eight on, 14 off?

A. Yeah.

Q. Okay. And how long were you in your current hitch?

A. I was halfway through.

Q. Okay.

A. Yeah.

Q. So as a chief engineer, do you work shift work or do you -- are you a day worker? Do you --

A. Six on and 6 off.
Q. Six on, 6 off. Okay.
A. Yeah.
Q. And then --
A. Pretty much.
Q. -- so who's the other guy or the other individual?
A. We have a deckaneer that watches when I'm in bed.
Q. Okay. So you're on -- what shift were you working this morning?
A. That morning would be the first watch. We have -- usually it's 0500 to 1100.
Q. 05 to 1100. Okay.
A. Yeah.
Q. So 6 hours on, 6 hours off, and --
A. Right.
Q. If -- because you're the chief engineer, and I understand there was a refueling taking place, but if that was not during your shift, would you have to be up and --
A. Yes, I'd be up. Any kind of important stuff, I'm up for that kind of stuff.
Q. Understood.
A. But I just go to bed earlier. You know, it's not -- I don't stay up the whole 12 hours or 14 hours. When I get done with that and we're on our way, I'll go take a nap and get back up.
Q. Okay. Yep. All right. And so when you're on watch, do you

have to like be in the engine room or can you just be around the vessel or --

A. Wherever work needs to be done. I mean I can -- I'm mostly in the engine room, but if they need some -- rebuild a winch or fix a winch or go fix the -- see why the washer and dryer ain't working, you know.

Q. Yeah.

A. Or we got a water leak upstairs, you know, wherever they need me to go. But 90 percent, I'm in the engine room, you know.

Q. Understood. Okay. All right. So now I understand a little bit of what your role is on board and what the chief engineer does, what kind of shift you were doing, so let's go back to the day of the accident.

A. All right.

Q. And this is where I'm not going to ask you too many questions. I'm hoping you'll just take me through --

A. Fill it in, huh?

Q. Yep, from the time you woke up and just walk us through what you saw, what you did, and then from the minute just when you started noticing something was wrong --

A. Um-hum.

Q. -- that's where I want to kind of -- you to hit the slow speed button and walk us through that and just take us through --

A. I can do that.

Q. Yeah.

A. We knew we was going to be in St. Louis on the 18th, okay, so I went to bed a little earlier so I could get some rest to get up so I would be there before the fuel flat come on. So I did that. I woke up about 3 o'clock, 3:30, on the 19th, of that morning. I went downstairs, started draining my water -- made a round for the engine room, make sure that it was okay, then I started draining my water off the fuel tanks. Well, I closed the return valves on all four tanks. I opened up the one that I was going to pour water out of the first time, and that was the line number 3s. I started with the 3s. I pulled them out on port side. I let it run for 10, 15 minutes, drained the water that was in the filter system out, went to my starboard fuel tank, number 3s.

In the process of doing that, the fuel flat had got there earlier than it supposed to be. Well, I reached up, when they told me the fuel flat was here, I unplugged the pump, shut my suction valve off on my tank that I was taking out of, and reached up and shut the return valve on it, on that same tank. Well, I was thinking that the tanks was open above that, number 2s, and they was not open. I had shut them valves.

I went and took on fuel that morning. I took on lube oil and potable water. Roughly, I want to say, 2 hours was the time that the engine was running without no return valve open, and that's what happened. Okay. I got done with the fueling. I hollered at -- and changed the Racor filters on the day tank and changed the Racor filters on the main engines. Got done with that. I

hollered or called up to the wheelhouse and instructed them that I was done fueling and to -- we was able to leave when they was ready. When I did that, he come ahead on it to get away from the dock just a little ways, and they come back down telling me that there was no fuel pressure on the starboard engine. So I asked him to get back to the dock if possible, because when I went to the engine there was, you know, 5 pounds of fuel pressure showing. The engine was still running but it was only showing 5 pounds of pressure.

So he got back to the dock. I shut the engines down. I opened up the fuel filters on the Racors and they was sucked dry. And the reason that I think they was sucked dry is maybe that the cap O-ring on the Racors was sticking out there and I didn't see that. Well, I put new stuffing back in it when I refilled the system back up, filled it up with fuel, started the engine back up. I took the throttle and give it -- brung the rpms up to about 600 by hand, and it had good fuel pressure. I again instructed the wheelhouse that they could go ahead and leave the dock again, that everything was good. And I still had fuel pressure, everything was fine.

So we started the process to leave. When we come ahead on the port engine, that's when the glass bulb blowed up off -- blowed off of the port engine fuel headers injection. That's what happened. After that, I commence to try and get out of the engine room, and that was it.

Q. You've got a good memory.
A. I went through this one step at a time so many times, man, you just don't know. I mean, like I said, I woke up at 2:30 in the morning, it hit me. I said, I know what I did --
Q. Yeah.
A. -- you know? And I called Steve that morning and told him. I said, man, it wasn't mechanical, it was just an idiot.
Q. Okay. So here's where the dumb questions again. I don't have an engineering background, so -- you went down -- first of all, you went to get fuel. I heard the name Economy; is that right?
A. Yes.
Q. Economy. All right. And that was right at St. Louis?
A. Yeah.
Q. Did you guys have any barges with you or anything like that?
A. We was aside. I mean we was in a fleet. We had just dropped the barges.
Q. Okay. And they come to you?
A. Um-hum.
Q. Okay.
A. Yeah.
Q. And you said -- so they got earlier and then what happened then? You said they got here earlier so you --
A. I was thinking they was going to be here until about 6.
Q. Yeah.

A. And I was draining water off the tanks. And I don't know what time we actually started. You would have to look at the DOI to see actually what time we started. And it -- I mean it had to be around 4:30, maybe, somewhere around there. But I was done -- I was just getting done with my second -- on the second tank, getting ready to get it done and switch to my 2s and drain some water, and that's what I did. And I thought they was still open, I really did, and they wasn't open, you know, and -- that's one mistake I'll never forget in my life, man. I guarantee you I won't ever make that mistake again.

Q. Yep. So you switched to the 2s.

A. Yeah.

Q. So you were on -- you were draining the water from number 3s?

A. Yes, sir.

Q. Okay. And then you -- what valve did you operate to start draining from number 2s?

A. I never did start draining number 2s. I shut them tanks off I guess when I -- before I started -- well, I know I did, shut them off before I started draining for water so I wouldn't put fuel in another tank. You know, because the way that piping goes through there, you can go -- I can return that fuel to any tank I want. So that's why when you switch water I had them shut off, so it wouldn't put water in a tank that didn't have no water, you know, and that's why it got shut off. But it, you know, it -- I don't know what else to say with them. I mean --

Q. No, that's --
A. -- that's just what happened. I mean it was just a mess-up, man, mess-up that morning, and it -- and I've been doing it since -- been doing that, man, ever since I've been over here. So it's not nothing new, but I just -- like I told you earlier, it wasn't hands on and out here you've got to put hands on to check your valves, and that's what I did wrong. I was going by what I thought instead of putting my hands on it, and that's exactly what was wrong, you know. I've learned that for years being out here, you put your hand on everything, you know for sure. Because you don't know what your relief has done, what he's got open. I mean you -- when I get on a boat, you go around, you check all your valves, you know. I mean it's not all hands free.
Q. Yeah.
A. It's common sense, you know. And I just didn't have common sense that morning at all.
Q. So the number 3 was open.
A. Yeah.
Q. And --
A. I shut it before I took on fuel.
Q. Okay. Number 3 was closed then before you took on fuel. So that was -- number 2 was closed, too.
A. Yeah, I had all four closed.
Q. Yeah. Was there a lot of -- just curiosity, was there a lot of water in the fuel that day?

A. No. I only drained it, that one tank, you know, and I didn't get -- maybe in a bowl, maybe that much, you know. If you get a lot of water, it'll fill it all the way up, you know. But that -- no, I didn't get a lot of water out of that tank. But that's why you shut the valve, so you don't put water in another valve in case it is -- you got a leak, you know.

Q. Okay. So only a little bit of water and that -- and again --

A. And I didn't -- after taking on fuel and everything, I never did go back, so whatever is down there in that bowl is what I was getting out of that number 3 before I shut it off and unplugged the pump. I mean there wasn't nothing in there that I seen downstairs just now, so -- I only had it running maybe 5 minutes, you know.

MR. ENGEMANN: If I could add something about that recirculating pump, that we're (indiscernible). So whenever we get low on fuel -- the drain spigots are refilled off of the bottom, so sometimes if you're low on fuel, you have a hard time checking for water. You know, if the fuel tanks below -- if the fuel level is below where your valve is.

MR. DOLLINS: Yeah.

MR. ENGEMANN: I don't think I've ever experienced that because we're not (indiscernible). It's pretty common in a fuel test. When you're low in fuel, it's hard to get water out of it because your spigot's higher than the fuel level. So if we run that pump, then it'll suck it out of the bottom versus gravity.

MR. DOLLINS: Yeah.
MR. ENGEMANN: So it just --
MR. DOLLINS: I gotcha.
MR. ENGEMANN: That was the purpose of why we had it designed that way or whatever.
MR. DOLLINS: Yeah.
MR. TUCKER: Gotcha.
MR. ENGEMANN: Or just another added benefit of the pump is if you're low on fuel, you can still get water out of it.
BY MR. TUCKER:
Q. So everything else was running? There was no deficiency, no mechanical problems, nothing --
A. We had a good trip.
Q. Yep. Yeah.
A. We had a good trip until that day, that morning.
Q. And your reliever or the deckaneer --
A. Yeah.
Q. -- was he awake or when you were up, he just went to bed?
A. He was just going to bed. He was in bed.
Q. Okay. Yeah. And he never passed on to you any problems that he had the night before?
A. No, he didn't -- no, they would have told me right off as soon as they seen me. Believe me, the toilet won't flush, they'll come and get me.
Q. Yeah. Gotcha. Yeah.

So you were at the dock, the fuel flat showed up. Then you -- you mentioned you unplugged the pump. Did I capture that right?

A. Yes, sir. The pump that I'll use to drain for water is an electric pump.

Q. Oh, electric. Okay. All right.

A. Yeah. You just plug it in and then -- after you got everything open and then you plug it in, it sucks the water through.

Q. Right. And then you shut the suction off?

A. I had everything off when I took on fuel. There wasn't nothing on, even the valves.

Q. And do you take fuel, I'm assuming, on the starboard side or the --

A. Either side.

Q. Either side.

A. I usually try to take it on this side over here, because if I take on lube oil, the lube oil tank's over there. So we was taking it on the starboard side.

Q. Okay. That morning was starboard side?

A. Yeah.

Q. Do you remember how much fuel you took on?

A. 23,000 some -- maybe 30. Somewhere around there. It wasn't a whole lot, you know.

Q. Okay. And lube oil, do you remember? If not, it's fine.

A. I will take on extra lube oil because I wasn't going to change the oil in the main engines. So I took on that morning 1800, 1500 gallon, something like that. Maybe 12 -- no, I think it was about 1300 I took on, somewhere in that neighborhood.
Q. Okay.
A. Because I topped the tank off. The tank should still be full.
Q. Okay. And speaking of the engines, what kind of engines are they and how many horsepower, cylinders?
A. It's 3800. They're EMDs, 645C.
Are they C rods, Steve?
MR. ENGEMANN: I think so.
MR. DOLLINS: Yeah. That's what I was going by.
BY MR. TUCKER:
Q. 3300 horsepower?
A. Yeah.
Q. Okay. 645Cs. And you have two generators in addition to that?
A. Yeah, one's a Detroit and one's a John Deere.
Q. And on the -- at the time of the accident, was --
A. The Detroit was running.
Q. Detroit. Okay.
A. Yeah.
Q. Let's see. So you unplug the pump and then you shut the suction off. Then you closed the valve. And when you said you

closed the return valve, that was for --
A. The number 3 tank.
Q. Number 3 tank. And then you thought number 2s were not -- were open or not open?
A. I thought they was open, but they wasn't open.
Q. Right. Understood. Let's see. So then this -- let's see, the engines ran for, like you said, 2 hours, not aware the valve was open. You changed the Racor -- did I say that right -- Raycos or Rockos?
A. Racor.
Q. Racors. Okay. Changed the Racors for the day tank.
A. Um-hum.
Q. And then you also did the main engines?
A. Yes, sir.
Q. And no problems there?
A. No.
Q. Then you called the captain -- was the captain on duty at the time?
A. Yeah. Yeah.
Q. Okay. And said you're ready to go, and then he said -- he came ahead on one of the engines, I believe --
A. Starboard.
Q. Starboard. Okay. Starboard engine. He didn't get any rpms. You asked to go back to the dock. You looked at the starboard engines and there was like 5 pound pressure?

A. There was 5 pounds of fuel pressure, yeah.
Q. Okay.
A. The engines was still running when I shut them down, but when I opened up the Racors, they were dry. They had been sucked, completely sucked out of fuel.
Q. Okay. Curiosity, how do you shut down the engines? Did you use like the -- you just close the fuel rail or the --
A. After I -- you got to clear it with the engine room -- I mean the wheelhouse --
Q. Yep.
A. -- you just grab the throttle and you pull it back till it dies.
Q. And that's on the engine physically?
A. Yeah.
Q. Okay. So that's on the forward part of the engine; is that right?
A. Yeah. It's right there on the front.
Q. Yeah. Okay.
A. Yeah.
Q. And that opens the rail up or closes it.
A. Yeah, closes it.
Q. Closes it. Okay.
A. Yeah.
Q. My terminology is mixed up.
A. Yeah.

Q. So that engine's shut down. Was it only that engine that you shut down?
A. Yeah. It is.
Q. Only starboard?
A. Only starboard. The port one was doing fine. We was sitting there idle -- let me put it that way. I had no idea it was building up pressure.
Q. All right. So then you -- let's see. So that's when you checked the filters and you saw the filters were sucked dry?
A. Yes.
Q. Okay. And you mentioned something about the O-ring?
A. Yeah.
Q. What was that again?
A. The O-ring, that's the only thing I can -- when I pulled it off, I couldn't really tell, but I mean that's the only thing that you can -- I mean I've had those do -- that system do that to me before. If you get that -- if that O-ring gets turned in there or cocked the wrong way, it will make it suck air. But I didn't catch it that morning, I guess. But it sucked air and they told me they didn't have none, you know, replaced it, put new gaskets in it, and stuck it and fueled it back up with fuel, give it 600 rpms, and it was doing, you know --
Q. Okay.
A. And when I was in the middle of the engine room, that's when the port engine let go. It blowed the bulb off the engine, the

fuel bulb --

Q. Yeah.

A. -- that's on top of the fuel header. And it went straight up and it was all fire.

Q. So it went up?

A. Yeah.

Q. So did you see fuel first or fire?

A. Fuel. I seen fuel first, then right after it just like that, both.

Q. Did you see where it contacted? Do you have any ideas where it would have --

A. Yeah, I'm thinking it -- you know, you got all your test valves on the side of the engine. I think fuel sprayed in the air and it when it hit that, it ignited the rest of it. That's the -- I mean the burn mark is -- if you go down in the engine, the burn mark is straight up like it might have been the exhaust. But I don't know. I mean we got the blankets on there, you know, so -- that's the only -- the hottest thing out there that's uncovered is the test valve.

Q. Okay. That was going to be another question. So when you saw this fuel, can you describe it? Was it more like -- was it like gushing or was it more of a spray?

A. Well, 28 pounds of pressure coming through a hole this size, so it (makes noise). It went way up.

Q. Yeah.

A. Yeah.
Q. But did you see like more, like you said, straight line or was it more spray, atomized?
A. It was spray. It was like -- it was a straight line but it was spray, spraying out.
Q. Okay.
A. Yeah.
Q. So that, it was just --
A. I mean because when I -- I heard something. I was over on the other engine wiping up some fuel that I had spilt over there on the floor, and I heard pow. And when I looked around, the port engine was, it was done up in flames. I tried to get over to it to shut the supply line off of it, and then it -- I couldn't -- it was too hot. I couldn't get to it.
Q. Okay. Tried to get to the supply line.
A. Right.
Q. The supply is where?
A. At the top of the engine. It comes in the top, goes down to the Racor filters, then comes back into the engine.
Q. Okay.
A. But I couldn't even get to it. It was hot, and smoky.
Q. So then -- so I understand hot and smoky. So you said you left the engine room. Did you do anything else? Like did you close any other valves or shut down the port engine? What do you remember --

A. I guess I come straight out. Went out to the port side of the engine.
Q. And came out on the port side?
A. Yeah.
Q. Okay. By the engine control booth there?
A. Right.
Q. Okay. Did you close any other valves, like for the -- once you're outside, did you close the fuel shutoffs or anything like that for the starboard engine?
A. Once I knew that he was in a place where I could shut the engines down, then I did pull -- we did pull the outside cables to kill the engines. That's actually what the engines -- the engines was still running the whole time. But I didn't want to kill it and he'd be out in mid-river, you know. So we had to verify that he was tied off before I pulled the cables.
Q. Right. Okay.
A. Because the engine was still running, I mean --
Q. You say engines or engine?
A. Well, both engines --
Q. Both were still running?
A. Both were still running. Both engines and the generator.
Q. Okay. And I know -- I got to ask this question, but -- because I know it's just glass there. It looks like just regular household glass to me. But are there any ventilation or damper shutoffs or anything like that for the engine room or just the

fuel shutoffs and that's it?
A. Fuel shutoff. I mean there wasn't no automatic -- there's no automatic stuff in there. You have to go and pull stuff and shut stuff down.
Q. Okay. And so then you're out on deck and I understand you got to a safe place. Where was that safe place? Was it on the fleet somewhere or --
A. No, the side of the boat, the port side. I just stayed back from where the fire was coming out the windows.
Q. Okay. And how did the fire come out of the windows? Was it a lot of black smoke or --
A. Yeah.
Q. -- was it more predominant on one side? Did you see any open flame? What do you remember about it?
A. Open flames and black smoke, both.
Q. Okay. All right. So you're out on deck, window's open -- or open flame, black smoke. Were there any firefighting efforts and what kind of happened after all that?
A. It was too hot to get to anything, man. I didn't even -- you couldn't -- I didn't even think if I could try and get a fire extinguisher. Get the hell out of here.
Q. Yeah.
A. You know what I mean, it's -- there was no fighting it, it was that hot. There was no fighting.
Q. And that was going to be my next question as well. Is there

any fire suppression systems, CO2?
A. There is. There's all kinds of that shit there, but I couldn't get to it.
Q. Okay.
A. I mean it went up -- I'd say when I first seen it first go up, the first -- when I realized we was on fire, and by the time I get to the top of the deck, it was -- the whole operating room was poof, just -- it was -- I never seen anything go up that fast.
Q. Wow.
A. I mean it wasn't -- I mean we had fire extinguishers and everything on the upper deck, but you could not get to it. I mean there was no respirators on, nothing in the -- the smoke was so heavy, you knew not to go in there. You know, you didn't have to have common sense to -- I mean it was -- I ain't going in there --
Q. Yeah.
A. -- you know. I mean it -- I never seen fire go up that fast. I mean it was like somebody put gasoline in there and then just lit a match, man. I heard a voom-voof and that was it. It was over with.
Q. Yeah. Not related to -- I know what you mean, because not related to this one, but quite often we have like a fuel spray in an engine room where there's a CCTV, and you'll see it: one second clear, next thing, boom, fire and full of smoke just like that. So, I mean --
A. Yeah. I mean that -- I mean all you heard was like a -- it

was like a recoil, I don't know like, voom-voof.
Q. Yeah.
A. It was something. It was -- but there was no trying to fight it, man. If I thought I could have fought it, I would have, but my common sense told me to get the hell out of here.
Q. Yup. Yep.
A. And I didn't even have common sense that day.
Q. And everyone's got their 10 fingers and 10 toes.
A. That's right.
Q. So I'm thankful for that.
A. Yeah.
Q. So explain to me this glass bulb. If you had to explain it to a deckie like myself, what does it do and what's the purpose of it?
A. Okay. On your fuel system on an EMD, well, you got an injector pump sits up there.
Q. Yep.
A. Okay. And on top of the injector pump you have two glass bulbs on top of it, and then underneath that you have two spin-on filters. All right. That glass ball is in there for a safety reason, that glass bulb is for -- when your fuel gets halfway up into that bulb, that front bulb, you need to start thinking about replacing the -- change the spin-ons, you know, your fuel filters. And when you change them, that goes empty again. And you can go by that, but we usually go by the hours to change them. But

that's all -- it lets you know if you got some water in your fuel because it'll show water in there.

Q. Yeah.

A. Or it -- you know. But when it gets to halfway full, that's just giving you time, that you -- it's telling you that your engine, your filters are just about due for change. But we usually go by hours, or that, you know. But that's what it's on there for, is -- it's not made to blow off.

Q. No.

A. And that, you know, it -- that's what it's on there for.

Q. So when you -- so when it gets half full and you -- so you say you have to replace your spin-offs --

A. Yeah, you shut your engines down, change it -- change your -- turn your fuel off and then change your filters, put the fresh fuel in it, screw them back on. There's a -- on top of the glass bulb, there's a hook that holds it in place. You just unscrew it, pull it out, clean your bulbs out and put it back on. Check your oil reading, make sure that it's good, and put it back on and go.

Q. Gotcha. So that was my question, is like if you had to do anything with the glass itself --

A. Yeah.

Q. -- or you just change the spin-on and that was it, so --

Do you have to -- is there a certain torque or do you have to do anything with the --

A. That's -- you know, it's a pretty thick glass, so I usually

just use my hand and, you know, and then tighten it down when I have to do it. I mean there's a lot of guys put a pair of pliers on. But I've seen them do that, and it -- the clamp that holds that down, if you get it on tight, it spreads it. You know, it'll make it spread or crack the bulb. But I always use my hand. You can tighten it down with your hand and it's always worked for me, so --

Q. Yeah. And do they ever back off because of vibration or anything like that?

A. No. No, it's -- what it is, okay, you got like a C-clamp. All right. It goes over the bulb. It sits down in a bracket --

Q. Yeah.

A. -- with pins coming through your bracket on that fuel head. And it's the pins would hold it up or down. Now you getting in -- to tighten it down, you have a -- it's a bolt that goes down through there, and on the bottom of the bolt it looks like a bell. It sets on top of that bulb to hold it in place.

Q. Yeah.

A. But no, I've never had one vibrate back out.

Q. Okay. And during your hitch on this vessel, had you -- had that been changed --

A. Yeah, I changed it. I changed it up.

Q. When was the last time; do you recall?

A. I changed it about 4 days ago prior to that because we -- I did it up there in -- up towards Kansas City.

Q. Okay.
A. So it had been running at least 4 days.
Q. And just because I know very little of it, so do you have to change both of them? Do you have to do both at the same time or was it just the one?
A. No, you do it all at the time.
Q. You do everything else, so --
A. Yeah. When you change the filters, I clean them both.
Q. Understood.
A. Because, you know, it's -- I don't know, I just do.
Q. And at that time was it because -- you mentioned when they get half full, that's an indicator.
A. Yeah.
Q. Was it because of that or was it because of the hours you had mentioned?
A. I did it because of the hours.
Q. It was hours. Okay.
A. Yeah.
Q. Yeah. Do you have the log that kind of --
A. It kind of burned up on me.
Q. Okay. Yep. Got to ask. Got to ask.
A. I know. I know. Kind of burned up.
Q. Let's see. I got a couple more follow-up questions, but I'll -- just let me -- bear with me here. I told you I can barely read my own writing.

A. That's fine.
Q. Let's see. Shut off number 2, took out the -- so all -- when this happened, all four tanks were closed?
A. On the return, yes, sir.
Q. On the return.
A. Yeah. The suction valves wasn't. I still was -- I was still sucking out of my number 3s but I had the fuel pump off.
Q. Okay.
A. I mean, the idle switch was -- the pump wasn't going to kick on while I was taking on fuel, you know.
Q. Sucking out of number 3s.
A. Yeah.
Q. Fuel pump was off, though. This fuel pump, is it engine-driven fuel pump or --
A. Well, they have fuel pumps, yeah. But the fuel pump that I'm talking about, it mainly fills up your day tank.
Q. Okay.
A. It sucks out of the tank that you got open and fills up out of the day -- fills the day tank up.
Q. Understood. Okay. And that was the one that was off, and so --
A. The return was off, not the fuel tank. The suction valves on the fuel tanks was open but the return from the main engines and generator were not open.
MR. TUCKER: Let's see. Okay. Well, I'll catch up with my

chicken scratch here and --

Lieutenant, do you have any follow-up questions?

BY LT [redacted]

Q. So you had -- no, (indiscernible) you closed all four of the returns prior to taking on fuel.

A. Yeah.

Q. Okay. And again, that -- the pump going through the fuel tank, the day tank --

A. Was turned off.

Q. That was turned off?

A. Yeah.

Q. Does that turn on -- do you have to go manually to turn that on?

A. I turned it off manually so it wouldn't kick on, but it's got an automatic switch that kicks on and off to keep the day tank full.

Q. Okay. So you shut it off during fueling.

A. Yeah, so it don't kick on.

Q. Yeah. And then you just switched it back to auto when you got underway?

A. Yeah. You got it.

Q. Okay.

A. Yeah.

Q. Is there a manual just on setting or is just auto and off?

A. Just -- there's an on setting but you don't have to use it.

Q. You don't use it?
A. Yeah.
Q. You just put it back in auto?
A. Auto.
Q. Okay.
A. Because it kicks it on and off, keeps it full.
Q. Yeah. Understood. Okay.
And the O-ring -- I want to get back to kind of why the starboard engine shut down.
A. Um-hum.
Q. You mentioned that you think there was a problem with the O-ring in the filter?
A. Yeah. When I put it in there, I may -- it may have got kinked or pinched, and it don't take much, and -- because it's just a little bitty -- it's thinner than this.
Q. Okay.
A. And it may have got pinched or something like that, but when I pulled it apart, they was out of fuel, so that was my first conclusion that it got it pinched and it sucked it dry. Because I've had that happen before. You know, it sucked air from somewhere, so it -- and that's the only thing I changed there so it had to be -- and that's why I'm thinking it had to be pinched inside there and it sucked the fuel right out of it. It don't take long to suck them dry.
Q. Yeah. I'm not sure exactly what that looks like, the O-ring

getting pinched. It'd be like --

A. Okay. Your cap is like this.

Q. Right.

A. You got a bolt that goes through there. Through that bolt you got an O-ring that sits on top of that. On that cap there's a groove underneath that this O-ring sets in, like it -- sets in, and you put your filter in there first, then you put your fill back in it. And then you put this back in there, and if you don't get it lined up just right out, it can get pinched in the end of where the cap sets onto the housing.

Q. Okay.

A. And that's what happened, it probably got pinched in there. And when I tightened it down, I didn't see it, and went off doing something else and it sucked it dry.

Q. And there's enough air in there to --

A. Oh, it only takes -- I mean that's a sealed system. I mean --

Q. Yeah.

A. You know, it's like pulling the plug out of your sink. You know, it's got air up there, it's going to run right down, and that's exactly what happened.

MR. ENGEMANN: And it's somewhere over in that (indiscernible) here. You know, it would be like when he put it down maybe it got flipped over and got kinks and it gives it a route of air to get inside is what he's saying.

LT [redacted] Okay.

MR. ENGEMANN: It's O-ring, because it's so thin, it might have folded over, created an opening for air to get in there.

LT [redacted] Okay. Gotcha. So it's not -- okay.

MR. ENGEMANN: Similar to that.

LT [redacted] That makes more sense.

MR. ENGEMANN: I just used this as an example.

LT [redacted] Yeah. No, that makes sense.

BY LT [redacted]

Q. So there was enough air in the system already that it caused the fuel pressure to --

A. Yeah.

Q. Yeah. Okay. Yeah. Got it. So that opened a route for the air then, air infusion --

MR. ENGEMANN: Possibly.

LT [redacted] Possibly. Yeah. Okay. Got it.

MR. TUCKER: We can take a look anyway down below. Can we? Can you show us like --

MR. DOLLINS: I can show you anything you want to see.

LT [redacted] Do you have questions?

CWO [redacted] Yeah, I have some questions here. And thanks again, Chief. This is [redacted] with the Coast Guard again.

BY CWO [redacted]

Q. I just wanted to go back -- and I'm sorry. I know we keep belaboring some of these things, so I apologize.

So you woke up and started draining from the number 3, you said?
A. Yeah.
Q. Okay. When you say that, when you drain from the number 3s -- because I see -- and I'm looking at the fuel transfer procedures here.
A. Yeah.
Q. You say 3s, are they combined or separate when you do that?
A. They're separate.
Q. Okay. So 3 port and 3 starboard? So you do those --
A. No, you can suck out -- I mean, when you're running down a river, you open up your 3s and all your suction.
Q. Yes, sir.
A. It has two valves, and it will suck out of there. And if we're draining for water, I would shut the tank -- shut the -- open up your bottom valve to put it in there and shut the other ones on the return so the fuel couldn't go in the other tanks. Now the 3 over there on the suction side was still open.
Q. When you say 3 on the suction side, I just want to clarify, are you saying 3 on the starboard or 3 on the port?
A. The starboard. Starboard.
Q. Okay.
A. Yeah. Well, they was -- the starboard and port suction valves was still open.
Q. Okay.

A. Yeah. And then -- you got a valve down in the engine room for your water drain. I opened that up and I shut the rest of the return on there so it wouldn't -- that piping goes to all the tanks. And I'll rotate it from one -- to my 3 -- you know, suck it out of my 3 back into my 3.

Q. So you're sucking from the 3 port and then you're putting it back into --

A. Into the 3 port.

Q. -- the 3 port tank, the fuel.

A. Yeah, the fuel.

Q. Where's the water go? Just stays in that bulb?

A. It stays in that bulb.

Q. In that bulb. Gotcha.

A. Yeah. In the filter system. It'll stay in there. And then after every tank you check it, see how much water's in there, drain the water out of it, and then switch over to -- take your hose and switch over to your other number 3 and drain it. And that's what I was doing. And I had it up -- the port side done. The starboard side, I had just started working on, and I had the other valve shut and I never -- like I said, didn't put hands on it. I thought it was open.

Q. Okay. So while you're working on the 3 port -- that's the one where you were taking the water off.

A. Yeah.

Q. Obviously, again, the other returns are closed except for the

3 port. Okay. And then where is the automatic fuel pump -- so you're filling the day tank, you said?
A. No.
Q. Oh, you weren't filling it?
A. No.
Q. So you isolated that --
A. That's not -- that's even out of the equation. You know, it's -- I've already -- the day tank was already full.
Q. Gotcha.
A. I shut it off and then I started doing the process of draining for water.
Q. Okay. So the pumps are secured to fill the day tank. What is the capacity of that day tank approximately?
A. 1,000 gallons.
Q. 1,000 gallons?
A. Yeah.
Q. Okay. And just to clarify, that was the day tank that -- when you first came on board this morning, that was the day tank we were looking at?
A. Yes, sir, that's the day tank.
Q. Okay. And so filled the -- prior to this process, you fill the day tank, isolate it, and then now you do the water process. Switch over to the number 3 starboard when the fuel flat showed up, correct?
A. Yeah. I was working -- I was already started draining water

on -- off it, and they called me and I unplugged it and shut the valve off, the return valve.

Q. Okay.

A. That put everything shut off when I did that.

Q. Okay. When you're fueling, do you normally have the returns closed?

A. No.

Q. Okay. So they normally would be open?

A. Right.

Q. Okay. And then I'm only asking, do you -- is that something you normally, when you fuel, you go and double check to make sure the returns are open, or was it because you were in this dewatering process that you kind of got like sidetracked and went upstairs?

A. Probably got sidetracked and then -- but I knew -- normally, like I said, I've been halfway in my trip. I filled up the bulb before and it was running good and everything. I just didn't put my hands on the valves. That's all it comes out to, you know. I thought they was open and I didn't put my hand on -- and that's where I made a mistake.

Q. Okay.

A. But if I'd have went back after, even after, because -- like I said, it run 2 hours. I mean, that's a long time to be running without no fuel going anywhere in that. If I had went back and just double checked myself, checked them valves and made sure

after I got done with fuel, it probably would have been okay, but I didn't even do that. I mean, I -- I come down after taking all that on and I went to work changing the Racor filters. I changed the Racor filters, told him that I was done, and I still hadn't checked. And that's when it let me know that you forgot something.

Q. Okay. And so let me ask you this. Engines were in idle, I'm assuming, when you're moored?

A. Yeah.

Q. Okay. Both mains were in idle?

A. Yeah, 350.

Q. Okay. And then the diesel. When the engines are in idle, what is -- what would you estimate the fuel consumption to be? Just approximate I mean.

A. Oh, I don't know. Probably not even 20 gallons an hour just sitting there idling. I mean it's -- that's even with the generator on, you know.

Q. Twenty gallons per hour for the mains?

A. Yeah, I don't even think it would do that. I mean, just sitting there idling, it ain't going to burn no fuel.

Q. No, no, I gotcha.

A. Yeah.

Q. And then what would you estimate the generators' fuel consumption to be?

A. They use about 100 gallons a day, close to it.

Q. 100 gallons a day.
A. Well, the John Deere uses less than that, but that little Detroit probably run -- in 24 hours, it probably run 100 gallons.
Q. Okay. So at the -- so walk me through after you completed the fuel transfer. What is the normal process if you are moored? Just to get underway or --
A. Yeah.
Q. Do you do an engine room round prior to --
A. I do.
Q. What does that include?
A. Okay. After I've taken on fuel, I go down normally and check the -- make sure everything is ready. And then I'll holler at the wheelhouse that I'm done and tell them, you know, I'm good. Normally we leave. That morning we didn't.
Q. Do you have like a check sheet that you use or is it just kind of your experience?
A. Just experience, you know what I'm saying, that I --
Q. And then you -- so I'm just trying to understand the fuel system. So obviously the mains and the generators pull from this day tank. They both have a supply and a return that goes back to --
A. To the fuel tanks that I got open. All your return goes back to a tank.
Q. The fuel tanks or the day tank?
A. Fuel tanks.

Q. Fuel tanks. Okay. So they're not plumbed -- the returns are not plumbed back into the day tank?

A. No.

Q. Okay.

LT [redacted] Hang on. Which returns are you talking about? Are you talking about the returns from the engines or the return --

CWO [redacted] Correct.

LT [redacted] Those get returned -- this diagram indicates that they go back to the day tank.

CWO [redacted] Okay.

BY CWO [redacted]

Q. Yeah. So from the engines and the gensets, the fuel return goes back to the day tank --

A. Right.

Q. -- cycles back in.

A. I was thinking they all went to the fuel tank.

Q. Okay.

A. But I mean, if you had it open, you wouldn't have had the problem. You know, if I had the valve open, it wouldn't have had any problem anyway. I mean it'd have a place to go.

Q. Yeah.

A. Yeah.

Q. Well, I mean, theoretically, it sounds like there would be a day tank. So, sorry, I'm getting a little out of order here.

Did you at any time plug back in the regular fuel pump, the main fuel pumps?
A. No.
Q. The automatic?
A. No.
Q. So they were -- when you disassembled them for the dewatering, you never plugged them back in after that?
A. No.
Q. Okay.
A. The fire started before I could get back there and -- the day tank was full, so there wasn't no hurry to turn on the pump, so -- yeah, I didn't turn, I didn't turn nothing back on.
Q. So there was no way for the day tank to get any fuel, essentially?
A. Right. Right. It was already full.
Q. Okay. And so -- I also notice that you have a secondary fuel filtering system, the Racors that are on the sides of the fuel -- of the mains.
A. Yeah.
Q. Okay. What's the purpose of those?
A. Just to make sure the fuel's clean.
Q. All right. So besides the globe and the screw-in filters, you have a secondary --
A. Yeah.
Q. -- Racor system, you just double up --

A. Right. Actually it goes through the Racors first, then it goes through your spin-ons.
Q. Okay.
A. Yeah.
Q. And then into the engine --
A. Just to make sure there ain't nothing in the fuel.
Q. Okay. You mentioned that the starboard engine had been starved of fuel somehow and you didn't think it was the O-ring because you filled up the Racor, you had mentioned. Did you explore as to -- or was there not enough time between the time the fire happened and the fuel -- you said you lost fuel on the starboard engine.
A. Yeah. That was because of the O-ring.
Q. Oh, it was because of the O-ring?
A. Yeah.
Q. Okay.
A. Yeah.
CWO [redacted] All right. I think I'm good for -- I'll kind of listen, process.
BY MR. TUCKER:
Q. Another dumb question.
A. Go ahead.
Q. Drain water from the fuel, is that like a routine? How do you -- what made you do that, that day?
A. We do it every day.

Q. You do it every day?
A. I do it every 6 hours.
Q. Every 6 hours?
A. Yeah. I mean that -- on an old boat like this, it just -- you don't have to, but it's always good practice to see what's in your tanks, what's going on, and we did it every 6 hours.
Q. And do you have to do that like alongside when you're shoved up somewhere or can you do it underway as well?
A. Oh, you do it underway.
Q. Okay.
A. Yeah. You just -- actually, you're just draining for water. You're not hurting anything in the system till you shut the return valve off. But that's all you're doing is -- it's like having an open valve down there and you just drain it in the bilge.
Q. Yeah.
A. Instead of that, we're filtering it and to keep it -- keep the stuff from getting in the bilge, to do that so it's in -- it's going through the filter system and back into the tank. So that's -- we're just -- the only thing this does, really, is keep the fuel from going into the -- filling up the bilge in the boat, you know.
Q. Okay. And we're back to the O-ring you believe, suspect maybe.
A. Yeah.
Q. So you went back there and you open it up and you poured more

fuel. Did you do anything with the O-ring? Did you look at it? Did you inspect it? Did it look --

A. Well, if it's just pinched -- I've had them before, if it's just pinched, as soon you take the pressure off of it, it looks like it's in place. I mean it -- the only way you can actually see if it's out of place is if it'd be broke maybe or something like that.

Q. Yeah.

A. I mean because it -- once you take the pressure off the -- loosen that cap off, everything gets loose and it just flops there, you know.

Q. Right.

A. It's not up in the groove anytime you take it off.

Q. And we were -- when we were down below, and we'll go down again, but just like if I'm visualizing where these -- the filters were, there was like a row of four; is that correct?

A. That's the day tank.

Q. That's the day tank.

A. It has to go -- that's what fills the day tank.

Q. Okay. So the ones you're talking about, where were they?

A. On the side of the engine.

Q. They're on the side of the engine. Okay. And if I -- there's two there?

A. Yeah. There's two on each engine.

Q. Okay. And what one was it? Was it the most forward one or

the aft one or -- I think they run fore and aft.
A. Yeah. I couldn't really tell you which one it was because I changed both of them. I mean, when I opened them both up, they was out of fuel and I just put the new stuff back in it and went on.
Q. Okay.
A. And I couldn't really tell you which one that was actually giving me the problem.
Q. Right.
A. So, I mean to take the doubts out of it, I changed both of them, you know.
Q. Yeah.
A. And I changed -- put fuel in those spin-ons, too.
Q. And then you pour -- so when you took it off, you saw they were dry, and then you poured fuel in them?
A. Yeah.
Q. Okay. And then you screwed it back on?
A. Yeah.
Q. And that was the easiest guess?
A. Yeah.
Q. Okay. And that was -- okay. And that was on the starboard side. Okay.
And you said you were -- when you heard this pop, you were -- where were you exactly?
A. I was over by the starboard engine on the -- more or less on

the starboard side.
Q. Yep.
A. Right there.
Q. Okay. Then you heard the pop --
A. Yeah.
Q. -- and you said you were cleaning fuel?
A. Up off the floor that I had got on the floor over there when I was changing the Racor filter.
Q. Understood.
MR. TUCKER: Any more questions?
Can I look at that diagram now? Thank you.
BY MR. TUCKER:
Q. Do you have any memory -- or could you walk me through this by any chance? So we got port engine --
A. Main engine.
Q. Starboard engine.
A. Generators.
Q. Two generators. Okay.
A. Yeah. Okay.
Q. There's the day tank.
A. Right.
Q. Right. And that's -- this is -- that's in the middle, in the midships?
A. Yeah.
Q. Okay. And then you got number 3 here.

A. And 2s.
Q. And 2s. Okay. And then over here you said number 3s and number 2s.
A. Yeah.
Q. Okay. And so what valves were shut off?
A. Okay. The crossover suction, let's see, right here, be inside the tank if I'm looking at this right. I'm not a good blueprint reader.
Q. No, neither am I.
A. This, it looks like -- let's see. This looks like it's inside the engine room.
Q. Yep.
A. So I'm going to say these two valves here and these two valves. Let's see. Okay, here's your day tank, filter -- okay, here's your day tank pump. Okay, there's your auto pump. All right. Right here, this says fuel. So that'd have to be in the -- this line here and here -- no. Yeah, because it's on the other side. These two valves are down by the air tanks and these two valves are over on the corner.
Q. Okay.
A. I mean the piping, downstairs they're closer together --
Q. Yeah, yeah.
A. -- and it's throwing me off here, but that's what it is.
Q. Okay.
A. But it's -- and that's your return.

Q. So the fuel goes -- so in this case, the fuel is going to the engines.
A. Um-hum.
Q. From the day tank. Sorry. Yeah.
A. Yeah.
Q. So going to the engines, and then return goes --
A. That's -- the return is coming back through here and going to your tank.
Q. Okay.
LT [redacted] I think on the -- the engines return to the day tank.
MR. TUCKER: Right.
LT [redacted] This vent line, that's the line that goes back to the fuel tanks.
MR. DOLLINS: Right.
MR. TUCKER: Okay. The vent line. Okay. And but in this case, they were closed so they couldn't go back.
MR. DOLLINS: Right. Right.
LT [redacted] So the vent line is the -- is tied into the return line, is what you're saying?
MR. ENGEMANN: That's the return from the day tank.
UNIDENTIFIED SPEAKER: And that feeds into the return valves that was closed down there?
MR. DOLLINS: Right.
UNIDENTIFIED SPEAKER: Right.

CWO [redacted] So it's not actual aspiration of the engine.

MR. DOLLINS: Right.

CWO [redacted] Like a -- if you look on that drawing, it indicates that it looks like it's a gooseneck.

UNIDENTIFIED SPEAKERS: Right.

CWO [redacted] But it's not a gooseneck.

UNIDENTIFIED SPEAKER: It's connected there.

CWO [redacted] Connected. Okay.

MR. TUCKER: Yeah. Okay.

BY MR. TUCKER:

Q. And have you been working with these EMD engines for a long time?

A. Thirty-two years.

Q. Thirty -- okay. So you know them.

A. Yeah.

Q. Yeah.

A. I -- that's why I say this is -- it's unreal. I mean, I just -- I can't believe that I'm even having to sit here and having this conversation at all.

Q. Yeah.

BY LT [redacted]

Q. And I just want to clarify, you said the pump coming from the fuel tanks that feed the day tank was off --

A. Yes, sir.

Q. -- this whole time.

A. Yeah.
Q. Okay. Is there another way -- is there any other way fuel can get to the day tank --
A. No.
Q. -- except through that pump?
A. That's it.
Q. What is the -- when it's operating, what is the psi for those pumps? Do you happen to know?
A. (Indiscernible) Racors, they're about 20, 25, on the --
Q. The ones on the deck --
A. -- with fuel coming through.
Q. -- they're electric pumps?
A. Yeah. Like the pump was running back through there, you'll probably get anywhere from 20, 25. It might be some -- as the filters get dirtier, your pressure gets lower, so you know when to change the filters on it. But a new filter is somewhere 25, 30 pounds. But then as it gets dirty, it will drop and then you know they're dirty and it's time to change them.
Q. And do you refer -- what do you refer to those pumps on the deck in that forward space as? The main fuel pump?
A. No, you got day tank pump and then you got water pump, is what I call it.
Q. So you call that the day tank pump?
A. Yeah.
Q. Day tank pump. Okay.

A. Yeah.
Q. I just want to make sure that we use the same nomenclature. Day tank pump. And you say that's about, with clean filters, 25 psi?
A. Somewhere around there, yeah.
Q. And that definitely was secured?
A. Oh, yeah. It wasn't turned on. I mean I -- the day tank was full; I shut it clean off.
Q. Okay. The pumps that are actually -- the fuel pumps that are actually on the mains and generators --
A. Yeah, they're mechanical. They turn --
Q. Mechanical. PTOs?
A. -- they turn. Well, they have PTOs on the shaft.
Q. On the shaft?
A. Yeah. It's got a fuel pump that's on the shaft that takes and turns -- the gear is actually turning, but it's only because the shaft turns.
Q. What would you estimate those -- that psi?
A. At that pump?
Q. Yeah. On each of those, yeah.
A. Around 10 to 15 pound.
Q. Each?
A. Yeah, because when you're sitting there idling you'll have about 18 pounds of pressure on the gauge, on your fuel pressure.
Q. Okay.

A. But running it comes up. When, you know, say you're doing 600, it'll go up 22, 21, 23.
Q. Normal 600 rpms is about 22, 23 psi?
A. Yeah.
Q. Okay. And then what about the genset? Is that same pump -- similar pump? I didn't look at it, so --
A. It's a Detroit. Yeah, it's similar to that. It got a mechanical pump on it, too. But it'll hold about -- that generator holds probably about 60 pound oil pressure, and I think it was 28 pound fuel -- 28, 23. Because it runs about 1800.
Q. Okay. And there's no other relief valves --
A. No.
Q. -- for the day tank at all? It's just that back feed into the return? Gotcha.
A. Just what's (indiscernible).
Q. When we go back in there, can just show us where it ties -- that vent ties back into the return?
A. Yeah.
Q. Just so we can see where that is.
A. You may have to help me on that one. I mean, it's dark down there.
Q. No, I know. We'll bring our own personal flashlights.
A. But I -- like I said, I was halfway in the trip. Everything been working great. I had a good trip all the way up to that, you know what I mean. It's just something that happened, you know.

Q. Um-hum.
A. Yeah.
Q. No, we understand. Don't beat yourself up over it.
MR. TUCKER: We appreciate you talking with us and we appreciate you telling us what happened. Yeah.
MR. DOLLINS: You know, like I said, I'm not here to hide nothing. I mean it's something that I did and a mistake that I'll never do again, I'll guarantee you that, but -- I'll put my hands on everything now.
MR. TUCKER: Yeah.
UNIDENTIFIED SPEAKER: Well, we're thankful you're here to tell us about it.
MR. DOLLINS: Yeah.
UNIDENTIFIED SPEAKER: That's the other thing.
MR. ENGEMANN: Even as an owner, I keep thinking like, well, I didn't have -- should I had something different or a different setup or not --
MR. TUCKER: Yeah.
MR. DOLLINS: You didn't do nothing wrong, man.
MR. ENGEMANN: Yeah. You know what I'm saying, but I wasn't want -- I don't want nothing bad to happen either. You know, you think back in your mind that, you know, if we have proper equipment or whatever. You know, I just got to learn from it, you know.
UNIDENTIFIED SPEAKER: Yeah.

MR. TUCKER: To that note, I guess the last question I have, and sometimes it can be the most important, is there anything that I have failed or that we have not asked you that you feel might be important, relevant?

MR. DOLLINS: No.

MR. TUCKER: Thoughts, ideas?

MR. DOLLINS: I think you guys done a thorough job, a real good job. I mean you asked me everything and nobody got excited about asking the questions, you know, and --

MR. TUCKER: Yeah. Oh, we're waiting -- we're saving the good cop/bad cop till later.

MR. DOLLINS: You got the bullwhip by the truck, right? Forty-two lashes and call it a day.

(Laughter)

MR. TUCKER: Yeah. We'll end the recording, and the time's 1 o'clock. So --

(Whereupon, at 1:00 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	FIRE IN THE ENGINE ROOM OF THE TOWING VESSEL *MARY LYNN* IN ST. LOUIS, MISSOURI ON MAY 28, 2021 Interview of Michael Dollins
ACCIDENT NO.:	DCA21FM028
PLACE:	St. Louis, Missouri
DATE:	June 7, 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.

[redacted]

Kay Maurer
Transcriber