



NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C. 20594

ERRATA – Truth Aquatics

Engineering Group Chairman’s Factual Report Response

Conception
DCA19MM047

Page/Line/Item#	Original	Party Correction/Comment	NTSB Disposition of Comments
2/26 TA #1	“...passenger berthing (bunkroom), shower room, engine room and lazarette.	Need to add chain locker compartment.	Concur, and will make addition.
2/27 TA #2	“At the time of the accident, five crewmembers were asleep in berths in and behind wheelhouse...”	Captain Boylan asserts he was awake.	Noted and opposed; this assertion contradicts written statement given by Captain Boylan to USCG where he stated he was awoken by crew.

3/18 TA #3	“electric generator”	Diesel/Electric	Concur, and will make addition.
3/21 TA #4	“...polyethylene sewage holding tank...”	Plywood/fiberglass holding tank	Concur, and will make correction.
4/2 TA #5	“non-watertight bulkhead”	This is a watertight bulkhead	Concur, and will make correction.
4/14 TA #6	“Twin Disc MG-5114 Series marine transmission”	MG-514C	Concur, and will make correction.
5/6 & 7 TA #7	“After the vessel was stolen and run aground in 2005, the port engine was replaced...”	Both engines rebuilt	Concur, and will make correction.
6/6 TA #8	“Newage 55-kilowatt alternator”	Generator	Concur, and will make addition.
6/8&9 TA #9	“The generator’s prime mover had been replaced in September of 2018 due to a failure.”	No failure – Wearing	Concur, and will make correction.
7/25&26 TA #10	“...two of the vessel’s deckhands changed out the overhead florescent lighting fixtures in the salon with new LED light fixtures.”	Switching from (incandescent) to LED is not considered “major”.	Noted and opposed; comment is analytical and will not be added to factual report.

8/10-13 TA #11	“The propulsion engine’s starting and control voltage was 24-volt...”	The main engines utilized 24 volts for starting and shifting actuators. 12 volts for engine electronics.	Concur, and will make addition and correction.
11/16&17 TA #12	“plywood and fiberglass”	Polypropylene	Concur, and will make correction.
11/29 TA #13	“Polypropylene”	Plywood/Fiberglass	Concur, and will make correction.
12/2 TA #14	“...platform for the 12-volt marine engine-starting batteries.”	12/24-volt batteries	Concur, and will make addition.
12/5&6 TA #15	“1.5-hp”	5 HP motor	Concur, and will make correction.
12/6 TA #16	“The stern winch was powered by a similar 1-hp motor...”	Electric / Hydraulic system	Concur, and will make addition.
12/12 TA #17	“These pumps were used for washing down the deck, cleaning scuba dive equipment, filling live wells, and other shipboard tasks.”	Game wells were self-filling / bailing	Concur, and will make correction.
12/28 TA #18	“Investigators were unable to determine in which direction the fan was operated in the	Smoke in engine room points to fan pulling air in and sending to Lazarette, normal direction at night	Noted and opposed; comment is analytical and will not be added to factual report.

	night of the accident.”		
13/2 TA #19	“According to the owner it was normal procedure when at anchor at night to not have the fan in operation.”	I do not remember stating this. See above	Concur, and will make addition and correction based on TA #18.
14/5&6 TA#20	“...drew air through ducting that originated on the main deck.”	Openings behind plenums are 12-inches off the weather deck – CG regulation	Concur, and will make addition.
15/23&24 TA #21	“According to the vessel owner, the smoke produced from the soldering activated a smoke detector in the bunkroom.”	I was told by the Captain – I was not there	Concur, and will make addition.
17/18-20 TA #22	“The owner and surviving crew members stated that the only equipment running...”	I was not there – I could not have made that statement	Concur, and will make correction.
17/21&22 TA #23	“The alarm would sound locally and remotely in the wheelhouse.”	Very loud siren – Does not go off in wheelhouse	Concur, and will make correction.
18/1 TA #24	“...but both described the space as being filled with smoke.”	See #18	Noted and opposed; comment is analytical and will not be added to factual report.