



National Transportation Safety Board

Washington, D.C. 20594

Office of Marine Safety

Interview Summary

1 **Meeting with:** Phone conference with LT [REDACTED] [REDACTED]
2 **Date/time:** November 15, 2021 1600 EST
3 **Location:** Phone conference
4 **Interviewed by:** Mr. Marcel L. Muise, NSTB
5 **In attendance:** LT [REDACTED] [REDACTED] USCG; Mr. [REDACTED] [REDACTED] USCG
6 **Case:** DCA22FM004

OVERVIEW

8 I interviewed LT [REDACTED] of the Coast Guard's Alameda Rescue Coordination Center (RCC).
9 LT [REDACTED] was the Command Duty Officer (CDO) on watch at the time of the *Blue Dragon*
10 fire, on the morning of November 10. LT [REDACTED] and Mr. [REDACTED] Coast Guard Sector San
11 Francisco Investing Officers, also participated in the phone conference. Below is a summary
12 of my notes of the conversation and is not a verbatim transcript.

CONVERSATION SUMMARY

14 The first distress notification received by the RCC was at 0817Z (0017 PST) on November 10.
15 This alert was an SOS from a Garmin inReach device, via Garmin's operations center. The
16 point of contact on the inReach registration was NOAA Program Manager Josee Vincent, who
17 relayed that the device was issued to NOAA Observer, Stephen Fazey aboard the *Blue*
18 *Dragon*, and that the vessel had four people onboard.

19 At 0819Z the RCC received a Personal Locator Beacon (PLB) via NOAA SARSAT system. The
20 PLB was also registered to NOAA's Josee Vincent.

21 At 0824 Garmin informed the RCC that they had a text from the inReach indicating there was
22 a fire onboard. This was the first indication of a fire onboard received ashore. Garmin shared
23 a link to establish two communications, though the inReach user did not reply when the RCC
24 reached out.

25 The PLB and inReach positions correlated with AIS data for the *Blue Dragon* and at 0836Z the
26 RCC requested a fixed wing aircraft from Air Station Sacramento investigate. At 0856 the RCC
27 received an alert from the EPIRB registered to the *Blue Dragon*. Coast Guard aircraft later
28 found the *Blue Dragon*, confirmed there was a fire, and dropped additional survival
29 equipment to the crew.

30 RCC Alameda requested assistance from nearby vessels via GMDSS SafetyNet, later reaching
31 the bulk carrier *NordRubicon* via Inmarsat-C telex who agreed to divert to the scene.

32 An alert from a second EPIRB, registered to "various vessels", was received from the scene at
33 1727Z.

END SUMMARY

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