

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE ABOARD *KODIAK ENTERPRISE*  
NEAR TACOMA, WASHINGTON  
ON APRIL 10, 2023

Accident No.: DCA23FM026

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Interview of: *KEEGAN JONES, Assistant Chief Engineer  
Kodiak Enterprise*

Tacoma, Washington

Tuesday,  
April 11, 2023

APPEARANCES:

CHIEF WARRANT OFFICER [REDACTED], Investigator  
United States Coast Guard

LT. [REDACTED], Investigator  
United States Coast Guard

KEELI NELSON, Special Agent  
Bureau of Alcohol, Tobacco, Firearms & Explosives

NATHAN PETRULAK, Special Agent  
Bureau of Alcohol, Tobacco, Firearms & Explosives

GREGORY HELLER, Special Agent  
Bureau of Alcohol, Tobacco, Firearms & Explosives

LARRY ALTENBRUN, Counsel for Trident Seafoods  
Nicoll Black & Feig

CAPTAIN DAVID FLAHERTY, Investigator  
National Transportation Safety Board

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Keegan Jones:	
By LT [REDACTED]	5
By Mr. Heller	21
By LT [REDACTED]	24
By Mr. Heller	28
By Capt. Flaherty	32
By Mr. Heller	38
By Ms. Nelson	38
By Mr. Altenbrun	41
By CWO [REDACTED]	47
By Ms. Nelson	55
By CWO [REDACTED]	57
By Ms. Nelson	59
By Mr. Petraluk	60
By CWO [REDACTED]	65
By Mr. Altenbrun	66
By Mr. Heller	68
By Mr. Petraluk	68

I N T E R V I E W

(1:45 p.m.)

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2  
3 LT [REDACTED]: All right. Good afternoon. It's Tuesday,  
4 April 11th. The time is 1345. We are here at Trident Seafoods in  
5 Tacoma, Washington, to conduct an interview related to the events  
6 occurring on the *Kodiak Enterprise*. I am Lieutenant [REDACTED]  
7 [REDACTED]. That's spelled [REDACTED]. I'm an investigator  
8 with the Coast Guard.

9 MS. NELSON: ATF Special Agent Keeli Nelson, N-e-l-s-o-n.

10 MR. PETRULAK: ATF Special Agent Nathan Petrulak,  
11 P-e-t-r-u-l-a-k.

12 MR. HELLER: ATF Special Agent Greg Heller, H-e-l-l-e-r.

13 MR. JONES: Assistant engineer on the *Kodiak*, Keegan Jones,  
14 J-o-n-e-s.

15 MR. ALTENBRUN: Larry Altenbrun. I'm the attorney for  
16 Trident Seafoods. My last name is spelled A-l-t-e-n-b-r-u-n.

17 CAPT. FLAHERTY: My name is David Flaherty. I'm an  
18 investigator for the National Transportation Safety Board.

19 CWO [REDACTED]: This is Chief Warrant Officer [REDACTED], Coast  
20 Guard, last name [REDACTED].

21 MR. HELLER: And Keegan, I'm sorry. How do you spell your  
22 first name?

23 MR. JONES: It's K-e-e-g-a-n.

24 MR. HELLER: Cool. Just wanted to make sure I had it right.  
25 Thank you.

1 MR. JONES: Yup.

2 LT [REDACTED] Thank you.

3 INTERVIEW OF KEEGAN JONES

4 BY LT [REDACTED]

5 Q. So, Keegan, can you give us your maritime background, how  
6 long have you been sailing, what companies have you worked for,  
7 how long have you been for Trident?

8 A. So I graduated Maine Maritime in '21, 2021, and after my  
9 passing my Coast Guard exams, I got my license and started with  
10 Trident that following summer. Think it was August. So I've been  
11 here for almost two years. And been on two boats here. One was a  
12 crab boat previous to this one, and then this one, about a year  
13 each.

14 Q. Okay. So you've been on the *Kodiak Enterprise* for  
15 approximately a year?

16 A. Approximately a year.

17 Q. Okay. And during that year, how many - how much time have  
18 you -- or how many trips have you taken? How much time have you  
19 spent doing dockside work?

20 A. I'd say I've worked, actual time, probably around eight  
21 months. I had all that stuff in my phone. I lost that in the  
22 fire. But yeah, it was about eight months. And I would say about  
23 a month and a half of that would have been on the dock, and about  
24 six months of that would have been at sea.

25 Q. Okay. So in your two years here, how many dockside

1 availability or dockside maintenance periods have you served as an  
2 engineer for?

3 A. So I think that would be four, but two of those were brief.  
4 I got here briefly before I initially left on my first boat. And  
5 then another brief section, I did a month last December, and then  
6 there was another one in there that I can't quite remember exactly  
7 when it was. But yeah, I would say another month or so.

8 Q. Okay. And in this chunk of time, how long have you been  
9 working during this dockside period?

10 A. We were tied up on the 24th. So a couple weeks. I'd have to  
11 look at a calendar, but we were tied up on the 24th, I believe,  
12 coming down south from Alaska and been tied up since.

13 Q. Okay. And you've been with the boat this whole dockside  
14 period?

15 A. The whole time, yeah.

16 Q. Okay.

17 A. I've been out for a couple months here, little over two  
18 months.

19 Q. All right. And on board, what is your -- what's your  
20 position and what do your daily responsibilities look like?

21 A. So I'm the assistant engineer. So we have the chief, and  
22 then the assistant. The chief works -- when we're at sea, the  
23 chief works days. I work nights.

24 And then we also have one oiler for both of those shifts.  
25 They work -- I work seven to seven, chief works seven to seven;

1 the oiler works noon to midnight, midnight to noon. Two people in  
2 the engine room at all times.

3 And yeah, so I run the boat during the night. And then when  
4 we come in -- it's a little different when we come into town. We  
5 work days because that's when all the vendors come in. That's  
6 when all the yard workers come in and all that stuff. So there's  
7 not -- there's not a night shift because you'd be all by yourself.

8 Q. So during these dockside periods, as the assistant engineer,  
9 what's your role in overseeing the vendors and all the work that  
10 they do?

11 A. So our role in that -- so it's obviously -- it's our boat,  
12 right, so the company has, you know, lots of positions, lots of  
13 managers that handle all the logistics of all that. But what we  
14 do is we assist them if they need any assistance. We explain to  
15 them how the system works, what's going on with the system, what  
16 are they going to be fixing.

17 And then another big part of that is we're always walking  
18 around, checking in, seeing how they're doing, making sure that we  
19 like how they're doing the job, but sometimes, you know, they  
20 might not know exactly how we want it. So I guess kind of  
21 monitoring, you know? But they don't -- typically, they don't  
22 answer directly to us unless it's an engine job like a Cat  
23 mechanic coming down; we talk to them about, you know, what needs  
24 to be done, and stuff like that. But yeah, does that answer your  
25 question?

1 Q. Yes.

2 A. Yeah.

3 Q. Okay. So in this period, this, you know, three weeks that  
4 you were dockside here before the incident occurred, what kind of  
5 work was going on on the boat?

6 A. So we had a couple of -- we had a couple of exhaust leaks  
7 that we were addressing down in the engine room, just some small  
8 leaks, so we had Cat coming down. And they replaced a portion of  
9 the exhaust.

10 Actually, the following day to all of this happening, we were  
11 getting ready to test that engine, make sure they addressed the  
12 leak, and everything was all set with that. There was obviously a  
13 couple of weld repairs that needed to be done that, you know,  
14 there were some weak steel, and they were doing a lot of audio  
15 gauging for ABS inspection. And they found a couple of weak spots  
16 that they were working on.

17 Other things that we were doing, changing a couple of valves,  
18 simple stuff like that.

19 Q. Right.

20 A. Bilge valve we changed, nothing too major besides those few  
21 weld jobs, you know?

22 Q. Okay. And then in the, let's say, day or two before the  
23 incident occurred, day before and day of the incident, do you know  
24 what specific work was being done on those days?

25 A. Yeah. So the day before, they were working -- so one of the



1 jobs they were doing is up on the pilot house. They were -- they  
2 were repairing some rotten bulkhead there they had cut out on  
3 either side. So they were working on that.

4 They were working on a number two fuel oil tank. There was  
5 some -- the lower portion of the inboard bulkhead they had to  
6 remove, you know, a chunk of that. That's in the bow thruster  
7 space, and it extended into the cargo hold space, and all that,  
8 you know, was being worked on, which we -- I, you know,  
9 periodically throughout the day walk around, check, you know, how  
10 they're doing. And they always have a fire watch.

11 We also had -- Cat was finishing up their job on the number 2  
12 aux generator, the exhaust leak I was referencing. They were  
13 finishing that job up. And then we were -- we turned on the block  
14 heaters and oil heaters for those engines. They were off while  
15 they were doing that work. They had to drain the inner cooler  
16 system to get to those exhaust (indiscernible).

17 Another thing that we did, we had an audio gauger guy going  
18 around, so I did a tank watch for him while he was in there taking  
19 readings. We pressure tested our fire main. There was some --  
20 couple repairs. We had to swap out a valve that the seat had --  
21 from being throttled, the seat had corroded. But everything --  
22 that passed the pressure test.

23 I mean, do you want every job that I had to --

24 Q. No, just kind of idea of what kind of work was going on  
25 and --

1 A. Yeah, just -- yeah.

2 Q. Okay. And then, specifically -- so hot work-wise, you said  
3 on the pilot house and the fuel tank was the hot work you remember  
4 going on those days?

5 A. I have -- yeah, pilot house and the wheelhouse, yeah. And  
6 then there was also a little bit of work going on up in the bow,  
7 but I don't -- I'm not sure if they were doing hot work at  
8 that -- at that time, during that day. They were moving --

9 Q. Okay. And then on the hot work that was occurring on the job  
10 up to that point, what was your role, your crew's role in  
11 overseeing the hot work? Were you providing fire watches? How  
12 was all that managed?

13 A. So our role in the situation was get the tanks empty on the  
14 way down just by burning the diesel. And then when we got into  
15 town, we took the lids, the tank tops off, and then cleaned hybers  
16 (ph.), cleans the tank, special washes, sucks all the -- sucks it  
17 all out, gets all the diesel fuel out, any residue. And then  
18 ventilate the space until it's safe for entry. And then the  
19 chemist comes in.

20 And then once that's all passed and it's passed for hot work,  
21 then -- then, like, I was saying, then I will kind of just -- it's  
22 just monitoring, seeing how they're doing, talk to them. You  
23 know, if they need something, we'll help them, but it's very rare.  
24 Like, they got their -- they got everything they need.

25 Q. Okay. And did they provide fire watch or was that you --

1 A. They provide fire watch.

2 Q. Okay. And do you oversee that, you know, make sure that the  
3 fire watch is staying, like, staying for the requisite amount of  
4 time, and all of that, or is that --

5 A. I don't oversee that, so their manager oversees that. I  
6 don't. It's not part of --

7 Q. Okay. And in the hot work that you observed that was  
8 occurring leading up to this, do you -- what you noticed, were  
9 they following protocols? Did they have all the fire watches that  
10 they were required, and everything?

11 A. Yeah, they did. So, yeah, I was actually -- yeah, I'm just  
12 get started. I graduated in '21. I want -- I want my stuff to be  
13 squared away.

14 So I, you know, I'm always walking around, always looking.  
15 And they were actually -- you know, they were actually doing a  
16 good job. You know, the guys were there. They were paying  
17 attention. Anything got remotely hot, they were spraying it with  
18 water. They always have a hose there. And yeah, they were going  
19 a good job.

20 And if I ever see anything, you know, I'm like, "You know,  
21 hey, is that right?" which did not happen. I'm not nervous to  
22 speak up and be like, "Hey, man, like, you got to pay attention."  
23 But everything that I saw this whole yard period was all -- they  
24 were all paying attention when they were there.

25 Q. Okay. And then on Friday, what were the conditions of the

1 accommodation areas, all of that? Was there a lot of equipment  
2 out? Was there a lot of things taken down, everything, or were  
3 all the passageways walkable, open?

4 A. No, they were walkable and open. So the only passageway  
5 that -- the only stateroom that was taken apart was up there near  
6 the bow, and they took all their stuff down and put it -- you  
7 know, stacked it nicely on the side. And all the passageways  
8 were, you know, accessible and clear, yeah.

9 Q. Okay. Okay. So kind of get into Friday, leading into the  
10 evening, and everything. So on Friday, when did you -- when did  
11 work stop for the day? What did the end of your day look like?

12 A. So the work stops prior to them leaving for fire watch  
13 purposes, you know? They're not welding right up to the buzzer.  
14 So I'm not exactly sure precisely when each job, they stopped  
15 welding because I wasn't there for it, you know? I was doing my  
16 own stuff. But the guys, after their, you know, safety time  
17 period, they leave at 4:30.

18 So right around 4:30, our day is winding down, as well, and I  
19 always finish the day by, you know, kind of walking around, poking  
20 around, seeing, you know, how did they leave it, how's it -- how's  
21 it doing, you know, you know, especially for this reason, you  
22 know, does anything look, you know, curious.

23 Q. Okay. So after the welders left on Friday, do you remember  
24 taking a round of the boat as you generally do?

25 A. Yeah, I walked, you know, I walked through our engine room,

1 looked at our Cat guy's job. I went up into the cargo hold, up  
2 where they had penetrated that bow thruster, lower bulkhead, took  
3 a peek at that. Everything looked good there. And then walked up  
4 out and looked at our pilot house because our pilot house was --  
5 that's obviously a fair bit of work that was getting done. And  
6 then I walked around, and I could -- I saw the bow, but I didn't  
7 walk down onto the bow.

8 Q. Okay. And how long would you say that round took? What time  
9 would you say --

10 A. The rounds don't -- they don't take very long, I mean, when  
11 you know what's going on. So I -- depending on who I talked to  
12 and for how long, it's usually, you know, 15, 20 minutes.

13 Q. Okay. So on that day, what time would you -- if work  
14 finished at 1630, what time would you say you completed your walk  
15 around the boat?

16 A. I'd just give it 15 minutes, or so, yeah.

17 Q. Okay. And after the workers had left and you did your round  
18 of the boat, who else was on the boat with you at that time?

19 A. So Steve, the chief, and Brian, the wiper, the new wiper, and  
20 that's it.

21 Q. Okay. So after your round, what did you do that evening?

22 A. I left, and I got all cleaned up, and we left and went out  
23 and got dinner, and stuff, tried to get off the boat a little bit.  
24 You know, we'd been out for two months, and you know, ready to get  
25 away from that little world over there, you know? But yeah, like

1 I said, I did my watch and then got cleaned up and went out and  
2 got some dinner.

3 Q. Okay. What time would you say you got -- you left for dinner  
4 and got back from dinner?

5 A. I'd say left would be sometime around five and got back  
6 sometime around eight.

7 Q. Sometime around eight?

8 A. Yeah.

9 Q. Okay. And then could you go through on that diagram there,  
10 like, when you came back to the boat after dinner -- or I guess  
11 before we get to that, when you came back from dinner, where did  
12 you go on the boat?

13 A. When I came back from dinner?

14 Q. Yeah.

15 A. So when I came back from dinner, I had some of my food in the  
16 galley. It was all -- it was in -- I had some cold sandwich that  
17 was left over. So I had some of that sitting at the -- in the  
18 mess. I didn't actually go into the galley. I don't -- I don't  
19 cook in there. I'm not a cook, to start with, and then, also,  
20 that's all industrial stuff. So I don't -- I don't deal with  
21 that. So I just -- I came into the mess, had my little cold  
22 sandwich there, and then I went to bed.

23 Q. Okay. And can you show us on the drawing what cabin you  
24 were -- or what stateroom you were in that evening?

25 A. Yeah. So it's the same level as the mess. It's the 01 deck.

1 And I was in 01-16, the two-man room here.

2 Q. Okay. Could you draw on the drawing kind of what -- just  
3 draw how you would have come onto the vessel into the mess and  
4 into your stateroom just so we can kind of get a visual of what  
5 areas you would have seen that evening?

6 MR. HELLER: Is this the correct stateroom?

7 MR. JONES: Yeah, that's right. Yeah, yeah. Yeah, so --

8 MR. HELLER: Color in that one that's yours with the pink, if  
9 you don't mind.

10 MR. JONES: Okay. Yeah. Yeah, so I would have just --  
11 there's two ways to go there, and you know, just -- so this ladder  
12 well is not on -- this exterior ladder well is not on this  
13 drawing, but it's -- you can see it right there. You just come up  
14 the gangway. Gangway -- here -- down into the galley, mess, sit  
15 and eat, and back to --

16 LT [REDACTED] Okay. So for the recording, can you just  
17 explain?

18 MR. HELLER: It's just, yeah, so he's highlighted his room  
19 and pink highlighter and then drawn a route also in pink.

20 BY LT [REDACTED]

21 Q. And that was all on the 01 deck, correct?

22 A. Yeah, so you come up on the -- you come up on the 02, and  
23 then there's a stair down to the 01 and your hallway straight to  
24 my room, and then there's a hallway to the left that goes to the  
25 mess and then back to the room.

1 Q. So in the mess that you were in, is there any electrical  
2 equipment there that you use? I know you mentioned there's a cold  
3 sandwich. Is there a fridge, microwaves, coffee pots, anything?

4 A. Yes. The only thing that I use and not too frequently is  
5 there's a normal reach-in fridge, you know, clear front just  
6 (indiscernible) clear front or not? It's just a reach-in fridge.  
7 And that was -- that was on, so --

8 Q. Okay. And then you said you never use the galley. Do you  
9 recall anybody ever using the galley for anything?

10 A. Not during this yard period. Sometimes, you know, if the  
11 cook is here, you know, like, right as we get in, you know, she  
12 might cook one extra meal for us just to be nice, but no, there's  
13 nobody using it.

14 Q. Okay. And so that day, on Friday, there was nobody in the  
15 galley, nobody using the galley?

16 A. Not that I saw at all.

17 Q. Okay. So you ate your sandwich and went to bed. What  
18 time -- I mean, I guess you said you came back on the boat around  
19 eight?

20 A. Yeah.

21 Q. And then you had your sandwich. What time would you estimate  
22 that you went back to your cabin for the evening?

23 A. Maybe quarter past, 20 past, not long. We just sat down and  
24 ate and went back in our room.

25 Q. Okay. And do you know who was sleeping on that boat, was



1 sleeping on the boat that night along with you?

2 A. Yeah, for sure. So we had the, you know, chief, Brian, and  
3 then our electrician, I don't know when he left because I hadn't  
4 talked to him, but I did know that he was there for the evening,  
5 at least, and then he had a redeye flight back to his home,  
6 leaving the boat. So I knew that he was going to be gone. But --

7 Q. So he was leaving some point the evening of Friday?

8 A. Yeah, yeah.

9 Q. Okay. Okay. So you went to bed. And then once you got back  
10 in your stateroom, did you stay up for a while or did you go to  
11 bed right away?

12 A. No. I always stay up for a while. I was probably up -- I  
13 don't know -- probably some -- usually up between sometime 10 or  
14 11. If I can't sleep, maybe midnight. But I'd say probably 10.

15 Q. Okay. And nothing abnormal had you saw heard occurred until  
16 you went to bed that evening?

17 A. Not at all. Right. Well, until the following --

18 Q. Right, yup.

19 A. Yeah, nothing. Everything was all normal.

20 Q. Okay. And then -- so you went to bed, and then explain how  
21 you woke up, what you heard, saw.

22 A. Yeah. So that's when the --

23 Q. The event --

24 A. Yeah. So I was obviously asleep in my bed. And the way that  
25 I got woken up was I had my phone right next to me, and I get a

1 call from Steve. And this was sometime around 3:20, I think, I  
2 believe. And so anyways, I get a call from Steve, and Steve says,  
3 "Hey, man, we got smoke in the house. I think we've got a fire  
4 somewhere." I said, "Oh, like, you know, shit."

5 Like, so I rolled out of bed, and threw my slippers on and,  
6 you know, my slides and my pants and my shirt, and opened up my  
7 door -- because there was no smoke in my room. So, initially, in  
8 my head, I'm in my smoke-free room, and I'm like, okay, hopefully,  
9 this is small and we can get right to it, put it out.

10 So as soon as I open my door there, in this hallway, the  
11 hallway is fairly smoky, pretty smoky, so I knew, you know,  
12 instantly that, you know, we got something that's not a joke, you  
13 know, going on. So, well, once again, initially, thinking, okay,  
14 this is something small, something easy. I could see that the  
15 smoke was thicker to my right, headed towards the mess/galley  
16 area.

17 So, initially, I started down -- I started down that hallway  
18 towards the smoke, you know, thinking -- you know, what I was  
19 seeing right in front of my face was, okay, I think maybe I can  
20 get close enough to put some water on this. And as I moved down  
21 this hallway, it got so thick that I didn't even -- I didn't even  
22 make it to the galley. I was -- I --

23 Q. Did you make it into the mess or --

24 A. No. So what I did was -- my door, if you look at the map, my  
25 door is directly across from that hallway. So I can -- when I

1 open my door, I see down that hallway, and I see that the smoke  
2 isn't as thick there. And then I -- and then I see the smoke is  
3 thicker over here. So I move down the hallway. And once I got --  
4 I couldn't even make it to this door going into the galley, and it  
5 was too thick. I knew that if I kept going, it was a terrible  
6 idea.

7 So then I immediately backed out and then went up the stairs  
8 to the 02, did a very brief, just look-around to evaluate the  
9 smoke there. And I could hear -- I think Steve may have been on  
10 the phone, but I'm not -- I don't know because everything was  
11 happening so fast. But I could hear him.

12 So I went up to the 03 level and met up with him, where his,  
13 you know, his room was. And I met up with him. And then I  
14 informed him, you know, "Hey, it looks like the smoke is  
15 significantly worse down by the galley." And he said, "Okay."

16 So then I backed out and came out to this -- this 02 area  
17 here. And luckily, I could already see firefighters coming down  
18 the dock, so I knew at that point that I didn't need to don any,  
19 you know, SCBA, or anything like that, to fight it by myself. So  
20 I knew that they were coming. And then I also at that time saw  
21 Brian. So then we had a full muster of -- and at that point, I  
22 wasn't concerned of life on the boat because I knew that we had  
23 everybody.

24 So then immediately following that, that first truck had two  
25 firefighting responders in it, and they had already donned their

1 SCBA. So they start coming up the gangway. And then I briefly  
2 explained to them about this hallway down here and what I had  
3 seen.

4 And then we had all those hoses that I referenced that they  
5 had for the hot work. They -- there's a manifold here coming off  
6 of the dock water. So there was already hoses strewed out.

7 So I got a hose pressurized, charged for them to use, and  
8 those two firefighters started to -- started to use it -- started  
9 to think about making an approach. And I honestly can't remember  
10 how far they made it and if they really gave it a good try because  
11 I was -- I was scrambling for another hose before they even told  
12 me, "Hey, man, this hose is not long enough."

13 So when they told me that, I continued to -- I grabbed  
14 another section of hose. And then I was starting to make that  
15 connection up to make that hose longer for them. But by that  
16 time, there was already more trucks coming down the dock.

17 So I think that those two firefighters felt uncomfortable to  
18 go in by themselves, only two men, with no communications. So  
19 when they saw the other trucks coming down the dock, they said,  
20 "We're going to get our gear set up. There's more flow, there's  
21 more hose, and there's more people." And I said, "Okay." And at  
22 that point, I headed for the dock because my job was done for now  
23 at that point.

24 Q. Okay. So when you came out of your room and you saw smoke,  
25 did you -- were you -- I mean, I'm sure it was dark, but were you

1 able to see was it white smoke, black smoke?

2 A. The best way I can describe it as far as smell and color  
3 was -- and the noise of it, because I was able to hear crackling,  
4 is at that time it seemed that it was mostly a wood-burning fire.  
5 So I think it was, like, a whitish, light brown, and it had that  
6 smell, you know, of mostly wood, to my, you know, to my opinion.  
7 But -- and then, yeah, I did forget to mention that as I got  
8 closer to the supposed source, I could smell, and I could hear the  
9 fire crackling. And that's what really turned me off to going  
10 closer to it because you could -- you know, if you hear a crackle  
11 here or there, it's like, okay, this fire is, like, getting  
12 started. But that -- that fire was just, you know, crackle pop,  
13 crackle pop, crackle pop. And I knew that that was --

14 Q. So would you describe it similar to, like, what you would  
15 hear, like, a bonfire --

16 A. Yeah, exactly.

17 Q. -- or something like that?

18 A. Yeah.

19 Q. Okay.

20 A. A bonfire with a couple fresh pallets on it.

21 MR. HELLER: Sorry to interrupt. Before we go too far, I  
22 just want to clarify this and have it on the diagram.

23 BY MR. HELLER:

24 Q. So you come out of your stateroom, your room here?

25 A. Yes.

1 Q. You're saying you were looking, and in this direction is  
2 lighter smoke?

3 A. Yeah. So all of this -- so where my room is, this hallway,  
4 and headed back is all lighter smoke. And then that's when I  
5 immediately made a right and headed this way.

6 Q. All right. I'm just going to write "light."

7 MS. NELSON: And then when you say light smoke, is it, like,  
8 up near the ceiling? Is it floor to ceiling?

9 MR. JONES: It was mostly floor to ceiling, yeah. It was  
10 just not dense. It was smoky for sure.

11 MS. NELSON: Where you could, like, see through it maybe?

12 MR. JONES: Yeah, you can -- I could see through it, yeah. I  
13 don't think it -- you know, obviously it happened so fast, but I  
14 think maybe the visibility would maybe be 10 feet, 15 feet.

15 LT [REDACTED] Okay. And did you --

16 BY MR. HELLER:

17 Q. And then along this direction is the heavier smoke?

18 A. Yeah, so I started to make my way down here, and then, like I  
19 said, probably right in this region right here is where I  
20 realized, you know, this is not going to work without an SCBA.

21 Q. You want to mark in orange kind of how far you think you made  
22 it along there?

23 A. Yeah. I would guess I was somewhere right around here.

24 Q. Okay. That looks like it's in front of stateroom number 1-  
25 16, kind of between 14 and 15 there?

1 A. Yeah, but no, once again, you know, at that point, it was so  
2 thick that that's just -- that's a complete guess.

3 Q. Sure. I understand, completely understand. And so this is  
4 where you're seeing the heavy brownish smoke and sort of hearing  
5 what sounds like a bonfire?

6 A. Yeah. And my furthest point is where I could really hear the  
7 crackling, and then as I moved back through the smoke, you know, I  
8 went away, obviously, because it was so thick.

9 Q. Were you able to say at all which direction the sound was  
10 coming from?

11 A. Yeah. It was coming -- it was coming from up here, you know,  
12 it was coming from up here, so it could have been in this area  
13 here.

14 LT [REDACTED] And were you able to see any of the flames?

15 MR. JONES: No. That's why -- and that's another thing to,  
16 you know, turned me off to, you know, me trying to put any water  
17 on it. I wasn't close.

18 BY MR. HELLER:

19 Q. And you indicated on here and you said in "this" direction.  
20 It's sort of towards the center line of the boat from --

21 A. Yeah, yeah. It sounded -- it sounded like it was coming --  
22 from what I could see, it sounded like it was coming from the  
23 galley, you know, galley dry storage is what it sound -- but you  
24 know, it's hard to say.

25 Q. Of course, yeah. Were you feeling heat at all at that point,

1 if you can remember.

2 A. I would say no, but I can't really remember.

3 Q. That's fine.

4 A. It was just too much too soon.

5 MR. HELLER: All right. I just wanted to --

6 LT [REDACTED] No, of course, yeah.

7 MR. HELLER: Go ahead.

8 BY LT [REDACTED]

9 Q. So you described it as what sounded like wood burning. Where  
10 would there have been any -- where was there wood in the area that  
11 could have been burning?

12 A. So we use wood trim, you know, with the rooms and with the  
13 galley. And then we have shelves in the dry store area. And  
14 then, yeah, and that's -- there's wood pretty much everywhere, you  
15 know, but just not -- you know, I'd say it would be the mess or  
16 the dry stores.

17 Q. Okay. And so the dry stores, is there wood shelving in  
18 there? Like, what is -- how does that look?

19 A. Yeah, there was -- yeah, wood, wood shelving, you know, wood  
20 mount for the chiller and the refrigeration/freezer compressors,  
21 you know? But yeah, wood shelving for all the cups and all the  
22 food, you know, all the dry stores.

23 Q. Okay. And the last time you had been in dry stores, was  
24 it -- were the dry stores fairly full, fairly empty? How was the  
25 condition there?



1 A. They were pretty full, yeah. That's another spot that, you  
2 know, whenever I get a chance when it's not busy, I just kind of  
3 walk around through there. Yeah, it was pretty full.

4 Q. Okay. And I understand that there may have been a washer and  
5 dryer in dry stores. Does that sound accurate?

6 A. Yeah, yeah, that's true.

7 Q. But do you know, did anybody -- was that in use? Do you know  
8 of anybody who uses it?

9 A. No. So that's one of those deals where the whole time we've  
10 been in the yard, I didn't see it being used, and that's not --  
11 that's just kind of an at-sea thing. Doesn't mean it couldn't  
12 have been used, but I didn't see it get used.

13 Q. Okay. All right. And then kind of back to our timeline. So  
14 you stepped off of the boat. The firefighters took over. What  
15 happened, then, when you were on the peer? How long did you stick  
16 around on the peer, and what did you see? At any point, did you  
17 see flames? Kind of talk us through what you experienced from the  
18 peer side.

19 A. Yeah. So, obviously, it was a lot of shock, so for me to  
20 describe the actual sequence of how it happened, it's not going to  
21 be very good. But yeah, we -- mostly smoke for a long time. It  
22 took a long time for that fire to breathe. But lots and lots of  
23 smoke, lots of firefighters. Tons of firefighters. And yeah, I  
24 stayed on the dock. You know, I was -- I was out at that point.  
25 I was just there to answer any questions about the vessel that

1 they had. But lots of smoke.

2 Q. Okay. At any point that evening, did you see flames from the  
3 peer?

4 A. Well, it burned for four days, so they're kind of all a blur  
5 now. But I think -- to be honest with you, I really don't think  
6 that the first day I saw flames. I think it was mostly smoke. I  
7 don't think that the flames were able to get up out.

8 Q. Okay. And do you recall where -- you know, you're standing  
9 peer side. Do you recall where you saw most of the smoke coming  
10 from?

11 A. Yeah. So, initially, initially -- I'm not a fire expert by  
12 any means at all, but initially, the only way that that fire could  
13 really breathe was out through the aft hatches of the house, so  
14 that's where a lot of the smoke was coming out, 01, 02 hatches in  
15 the aft. And that's where the firefighters were also gaining  
16 entry and exit in their attempts to, you know, contain it or put  
17 it out.

18 Q. Okay. So you said that's really the only place that you  
19 thought it could breathe. Just looking at the drawings here, it  
20 looks like there's possibly on the 03 deck some ventilations,  
21 hatches, all of that. Could you talk about on the drawing there  
22 these vents that are on the midline of the 03 deck, these ones,  
23 yeah, right here?

24 A. Um-hum.

25 Q. Can you talk about where those vents go to? Are they air

1 vents or --

2 A. So I'm going to have a hard time with this drawing giving  
3 you -- giving where those vents are going to. So -- yeah, I'm  
4 going to have a hard time with this drawing.

5 Q. Okay. But do you recall on the forward end, are there --  
6 there's vents. Do you know are there air vents, and then it looks  
7 like there was a hatch on the main deck. Would that have been --  
8 would that have been open --

9 A. So that hatch -- no. So the hatch is what caused an issue  
10 later down the road. The hatch was closed. That hatch that says  
11 "Hatch" and "Trunk" on the 02 level is the hatch that's used with  
12 that bow crane up there to drop the dry storage in for the galley  
13 if, you know, when we're back loading, and stuff, if they've got a  
14 bunch of heavy stuff.

15 So that was closed. And that's what was really choking it  
16 off. And I wasn't there, so I don't know. I'm not sure if it  
17 melted or how it -- how it eventually became opened, but I believe  
18 that it's open now, and that -- and that allowed it to breathe a  
19 lot more because that's just a big chimney.

20 Q. Okay. So that hatch, that's on the 03 deck. And then it  
21 looks like on the 02 deck, it shows an escape scuttle. That goes  
22 directly into dry stores?

23 A. Yeah --

24 Q. So from the dry stores, you can look up if the escape hatch  
25 and the hatch were open and see daylight?

1 A. No. So the escape hatch is different. So if you have your  
2 hatch off -- if you have your hatch off and you look up from the  
3 dry stores, you're looking at the sky. But as far as the escape  
4 shuttle goes, the escape shuttle is out of dry stores, but into  
5 this deck locker here. So you come up out of the dry stores into  
6 this deck locker, and then you use this door here on the bow in  
7 that 02 level drawing. That's how -- the escape shuttle doesn't  
8 go all the way to the deck.

9 Q. Okay. So the escape shuttle --

10 A. Goes into that locker.

11 Q. Okay. But that hatch goes from the 03 deck down to dry  
12 stores?

13 A. Yes, sir.

14 LT [REDACTED] Okay. All right. I think I'm good. I will  
15 open it up to follow-up questions. Do you want to --

16 BY MR. HELLER:

17 Q. Just to back up a little bit with the timeline, when you  
18 first -- when you came back from dinner, how did you come in?  
19 Through the main gate?

20 A. Yeah. So we all have cards, as I'm sure you know, and you  
21 come through the gate, and the security guard obviously recognizes  
22 us. We're regulars.

23 Q. Yeah.

24 A. And they open up the gate, and you scan for muster, you know,  
25 in and out, so they know where people are at.

1 Q. Sure.

2 A. And then right down here, parked down there, you know, close,  
3 very close to the boat, and then walk up the gangway.

4 Q. So there was a guard there when you --

5 A. Yeah, there's always a guard.

6 Q. Okay. And then when you approached the boat, when you came  
7 on the boat in the path that you described, did you see anything  
8 unusual, encounter anyone that you didn't expect to be there, or  
9 anything out of the ordinary?

10 A. No, sir, not at all.

11 Q. Okay. All right. And then you did a great job of describing  
12 to us what you were seeing here and here. One question I didn't  
13 really ask is you indicated the sound of the fire seemed to be  
14 sort of towards the center line, towards the galley and the mess.  
15 Did it appear to be on that level or did it seem to you to be on  
16 that level or --

17 A. That's one of those questions that --

18 Q. And if you can't say, you can't say.

19 A. Yeah, there's just no way, I mean, no way that I could know.

20 Q. Sure. The -- when you describe when you first came out the  
21 light smoke and the dark smoke, and all that, and sort of a wood  
22 smell. Anything else? Did you smell anything else? Did you  
23 smell fuel, refrigerant, anything on those lines?

24 A. No, no, I didn't. It was -- and that's another reason, you  
25 know, it's not smart to go towards smoke without an SCBA. I could

1 smell it. It was a normal fire. If I smell any -- you know, if I  
2 smell any chemicals or any poly or any -- anything foreign like  
3 that that I knew was especially terrible for my lungs, I would  
4 have just exited.

5 Q. Okay. And then I think the last thing I wanted to clarify,  
6 and then if anyone has questions, is you were talking about the  
7 various hot works, and stuff, that were happening in the days  
8 leading up. This diagram is already labeled with a couple  
9 different jobs.

10 A. Yeah.

11 Q. Does this represent the things you were just describing?

12 A. Yeah, that's accurate.

13 Q. Okay. So job one was, what was --

14 A. That's number two fuel oil tank.

15 Q. Okay. And job number two?

16 A. That's -- just after that hatch, there was some old  
17 (indiscernible) penetrations for hydraulic lines that were  
18 leaking. We were just putting an insert in to remove those so  
19 that they no longer would leak.

20 Q. Okay. And then, number three, I think you spoke about  
21 the -- them working on the house?

22 A. Yeah, port and starboard of the -- of the wheelhouse  
23 crawlspace below it.

24 Q. Okay. All right. And then on this elevation here, would  
25 your -- so that's not going to be -- would that be your -- one of

1 these be your portholes?

2 A. What about --

3 Q. Your stateroom would be somewhere in here?

4 A. Yeah. So I was actually thinking about that because of -- I  
5 was trying to watch to see if all of my stuff is burnt, and  
6 obviously, it is now. But yeah, I think it's -- I think it's the  
7 second or third on that bottom level of portholes.

8 Q. So your stateroom --

9 A. We can figure that out. What's the -- what's the frame  
10 number here? So 02-16. It's going to be approximately 50 --  
11 45 --

12 LT [REDACTED]: It looks like it's just aft of 50, so I think  
13 it should be -- is the third one --

14 MR. JONES: I think it's the second. It's definitely the  
15 second, I -- yeah.

16 BY MR. HELLER:

17 Q. So in this area, your stateroom would be somewhere in there?

18 A. Yeah, yeah, I think it's the second one there.

19 Q. All right. And that's a purple circle on the -- on the  
20 elevation diagram.

21 LT [REDACTED]: Any other questions?

22 MR. HELLER: (No audible response.)

23 LT [REDACTED]: [REDACTED], would you like to ask follow-up  
24 questions?

25 CWO [REDACTED] David, you got any questions?

1 CAPT. FLAHERTY: Yeah, I have a few questions.

2 BY CAPT. FLAHERTY:

3 Q. So I appreciate your taking the time to go over the -- answer  
4 our questions, go over the event that happened. You were talking  
5 about the hot work that was being done. And what was the name of  
6 the company that was doing the hot work? Do you know?

7 A. R and M. It's self-contained. I don't know -- I mean, I  
8 don't know if they had any other welders in. I'm not sure. It's  
9 not really my department. But repair and maintenance here, you  
10 know, Trident Seafoods.

11 Q. All right. So were they doing -- Friday, prior to the fire,  
12 were they doing burning, cutting stuff, or welding in the area  
13 just forward of the bridge on the -- let's see -- let me make sure  
14 I got the right deck -- on the 03 deck?

15 A. Yeah, so they're in that space -- that was the one I referred  
16 to that I just kind of gave it a glance. I didn't go look. So --  
17 but I believe -- I believe it -- I don't know. I mean, I believe  
18 it -- I was told that it was fit up, so it might have been tacked  
19 in place. It might have had a couple tack wells, but I can't -- I  
20 can't answer that because I don't know.

21 Q. Okay. Do you recall, so they were doing hot work on the 03  
22 deck, and you said that they had a fire watch there, with a hose,  
23 and stuff like that, is that correct?

24 A. That's correct, yeah.

25 Q. On the deck below -- because -- or were they doing work on



1 the deck, just to clarify? Do you know if the hot work was on the  
2 deck?

3 A. The hot work was on the deck near the skiff and crane and  
4 hatch, yeah. It's just after the hatch.

5 Q. Okay. All right. Do you know if they had a fire watch  
6 underneath that work?

7 A. Yeah. So I see the hose running up in there, and yeah, there  
8 was definitely a fire watch there. I see them walking back and  
9 forth, you know, throughout.

10 Q. Yeah, I know. On the 02 deck, did they have a fire watch on  
11 the 02 deck? Were you aware if they did?

12 A. Yeah, that's what I was referring to, yeah, the 02 deck,  
13 because that's obviously the high, you know, the high-risk zone  
14 there, underneath.

15 Q. All right. And then were you aware if they had a fire safety  
16 plan that they were following for the hot work?

17 A. I was -- I'm not -- I wouldn't really be aware of that. So  
18 I'm not sure. Like I said, that's not -- I don't -- I'm not in  
19 charge of them.

20 Q. All right. And then what was the -- when was the last time  
21 you were -- just to clarify, when was the last time you were  
22 either in the galley, the mess, or the dry store area prior to the  
23 fire, of course?

24 A. So the night before, I had my sandwich in the mess, but I did  
25 not enter the galley or the dry storage. The day before, I had

1 walked through there just, you know, doing my rounds, looking  
2 around in the -- you know, during the day. And then I believe the  
3 day before that, we were trying to trace out a vent for that dryer  
4 that you referred to up to the 03 deck. So -- but two days prior  
5 before, I was in there just looking around. Everything looked  
6 okay.

7 Q. All right. And the vent, what was that for again, please?

8 A. The vent that I traced out was -- it was a dryer vent. It  
9 was for that dryer.

10 Q. And where did that dryer vent end?

11 A. So it's kind of rough to see on the drawing, but there's --  
12 from the 03 level to the 02 deck, looking at the bow, you can see  
13 two little wings on the drawing. There's a tapered -- the  
14 bulkhead for the 03 is tapered, but that vent comes out on the  
15 port side in that taper, you know, about --

16 Q. All right. Just forward of where that -- looking on the  
17 thing, it says "Survival Suit Box." Is it forward of that area?

18 A. Yup. So forward and port. If you can see the survival suit  
19 boxes --

20 Q. Yeah.

21 A. If you look at the top right of that drawing, you can see how  
22 there's kind of, like, a little wing there.

23 Q. Okay. You --

24 A. That's --

25 Q. Oh, go ahead. I'm sorry.

1 A. That's all. No, it's just that's -- it's right in that area  
2 right there.

3 Q. Okay. All right. Do you know how long that dryer had been  
4 installed in that dry storage area?

5 A. I don't know the answer to that. Like I said, I've only been  
6 on this boat for approximately a year. So while I've been  
7 here --

8 Q. Has it been --

9 A. -- I haven't done any work up there.

10 Q. All right. Are you aware if it was onboard the year you had  
11 been onboard the vessel?

12 A. Yeah. Yes. Yeah, it was, yeah.

13 Q. All right. And so the vent, when you -- you're out on deck,  
14 and you're looking at the vent, is it just an opening or is there  
15 any cover on it? Is there anything to --

16 A. That one has a ball check. They were doing ABS ball check  
17 inspections, but that one has a ball check, if I recall correctly.

18 Q. Okay. Except for the ball check, does it have a screen on  
19 it?

20 A. I wouldn't be able to answer that question without going to  
21 look at it.

22 Q. And when you were looking at -- when you were doing the  
23 tracing it, the top of it, what was its condition? Was it rusty?  
24 Were there any holes in it or was it -- like, you know, between  
25 being rusty and holes in it to being brand-new and painted, where

1 do you think it fell in that comparison scale?

2 A. That's a pretty wide range, but it was -- it was in good  
3 condition. Obviously, you would have to chip the paint off to  
4 really know, but from what I saw, it looked --it looked okay, in  
5 good condition, not leaking.

6 Q. All right. And was there any welding or cutting that you're  
7 aware of that was near that hatch other than what they were doing  
8 by the skiff?

9 A. Not that I was aware of.

10 Q. And just so I have it from scale, it looks like it's about 15  
11 feet where the hot work was to -- maybe 10 to 15 feet where the  
12 hot work was and the approximate location of that vent?

13 A. I would probably give it 20, but that's a pretty close -- I'd  
14 say 15 to 20 is a pretty close guess.

15 Q. Okay. All right.

16 LT [REDACTED] What frame -- could you -- just for estimate,  
17 what frame where you think that dry vent is --

18 MR. JONES: It should be 20 -- it should be approximately 21.

19 LT [REDACTED] So the dry vent is at approximately frame 21  
20 and the hot work -- and do you think that's fairly accurate that  
21 it was about at frame 30 there?

22 MR. JONES: Yeah, yeah, I would say that's -- yeah, that's  
23 pretty much spot-on from what I recall.

24 LT [REDACTED] Okay. So the distance of about nine frames.

25 CAPT. FLAHERTY: All right. That's all.

1 BY CAPT. FLAHERTY:

2 Q. Oh, one last thing. When you went to enter the door to the  
3 galley or the mess deck area, that was open or closed?

4 A. When I went to what? Excuse me?

5 Q. Look at the fire, see where the smoke was coming from?

6 A. That door was open, but that's only off memory. I was not  
7 able to see it. So I can't -- I can't answer it for sure, but --  
8 because that -- that -- I was not able to get up that close.

9 MR. HELLER: When you left the mess after leaving your  
10 sandwich, did you leave it open or did you --

11 MR. JONES: I was not in that part of the --

12 MR. HELLER: Oh, okay.

13 MR. JONES: So if you look at the hatch that he's referring  
14 to is right here.

15 MR. HELLER: Oh, okay. I'm sorry.

16 MR. JONES: And the only hatch that I went through and back  
17 through is back here. This is for the -- this is the hatch that  
18 (indiscernible) so --

19 BY CAPT. FLAHERTY:

20 Q. So the hatch to the mess deck, was that open or closed?

21 A. The hatch to the mess was open.

22 Q. Okay. And when you left, did anyone try to close any of the  
23 additional doors as they were leaving the ship, or did you notice  
24 that the firefighters who were there, were they trying to close  
25 any doors?

1 A. Well, I mean, in the initial, you know, shock, and everybody  
2 kind of scrambling to figure out what's going on, where is it  
3 coming from, I'm not sure. But I didn't personally see that going  
4 on. So I'm not sure.

5 CAPT. FLAHERTY: All right. That's all I have. Thank you,  
6 sir.

7 BY MR. HELLER:

8 Q. Just on the doors real quick, so would this door between the  
9 mess and the galley, would that typically have been open or  
10 closed?

11 A. That would typically be open. And then --

12 Q. This one here that you came in to eat your sandwich, would  
13 that typically be open?

14 A. That would typically be open, as well, yeah.

15 Q. Okay. And then this one here, off of the galley, into the  
16 hallway, would that typically be open?

17 A. Yup, typically would be open.

18 Q. And then what about between the galley and the loading hatch?  
19 Or I'm sorry. Not the -- the galley and the dry storage?

20 A. Mostly, mostly open, yeah.

21 MS. NELSON: I have a couple questions.

22 BY MS. NELSON:

23 Q. So when you normally do your walkarounds and you see some,  
24 like, guys working on whatever job they're working on, did you  
25 notice any charging stations where they're charging tools, cell

1 phones, electrical cords, things like that?

2 A. Charging -- no, not really charging stations because -- it's  
3 funny you mention that because they -- they normally -- they have  
4 corded tools, and then they also have cordless tools. But it  
5 seems like they have endless batteries. I think they -- I think  
6 they charge them over here in the shop, and maybe when they go  
7 take a break or lunch, they swap them, because I don't notice  
8 those charges on -- yeah.

9 Q. And I think you mentioned they're pretty neat and they store  
10 things in, like, a designated room, is that right, in a state  
11 room? They sort of --

12 A. Oh, no, no, no. That was when they -- that was when they  
13 took down the overhead for that job up on the 03, so before --  
14 obviously before they cut anything or welded anything, they went  
15 in that state room underneath and removed all of the overhead, all  
16 the panels, and all of -- all of the stuff that, you know, maybe  
17 flammable before they did that job up there.

18 So what I was getting at is, you know, if you're demoing a  
19 room, you know, they had put it away nicely. There's -- and a lot  
20 of people would go in there and make a big old mess, and the  
21 guy -- the guy actually did a good job.

22 Q. What stateroom would that have been? Is that the one that  
23 would have directly under job two?

24 A. That would be the six-man 020 on the 02 level.

25 Q. Let's see. And then when you got the phone call from the

1 chief, he said there's smoke in the house. Is that -- I'm not  
2 familiar with the term. Is that just the --

3 A. The house, yeah, yeah. He was just -- he wasn't using that  
4 to describe any particular thing. It was just the house is the  
5 portion that we live in and then where the engineers do -- we --  
6 engine room, house, that's kind of what we use.

7 Q. And then work being done in the area of the store room? Was  
8 there anything being done, like, any maintenance being done?

9 A. No, not that I was aware of.

10 Q. And then directly below or above it?

11 A. Directly below or above? Below, no, and above, I guess -- I  
12 guess, by rights, technically, that job up on the 03 deck is above  
13 it, but that's quite the -- quite the distance for it to travel  
14 for it to be -- but yeah.

15 Q. And then is there a freezer that's accessible from the dry  
16 stores, as well?

17 A. Yeah. So we got the freezer and the chiller.

18 Q. Okay. What were their statuses?

19 A. So the freezer was off and cleaned, and the chiller was  
20 running to keep some -- a few things chilled off, and then also if  
21 we wanted to have anything saved in there, we could.

22 Q. Besides the washer and dryer, any other kind of electronics  
23 or appliances in the store area or in the galley or even -- I  
24 guess maybe not galley (indiscernible) but --

25 A. Right. No. As far as the dry stores area goes, it's just



1 the chiller. The chiller was running, and then other than that,  
2 in there, nothing -- nothing should have been on.

3 MR. HELLER: So no charging tools, or anything like that?

4 MR. JONES: No, no, not that I noticed when I was there.

5 MR. PETRULAK: How about, like, something to keep -- like  
6 moisture control or HVAC for, like, keeping the dry storage area  
7 dry, like, anything like that?

8 MR. JONES: No, no, not -- no.

9 BY MS. NELSON:

10 Q. And then I think we talked about the dryer vent. Are there  
11 any other vents in the dry stores --

12 A. That's a great question.

13 Q. If you don't know, that's fine.

14 A. I don't know. Yeah.

15 Q. And then any problem in last couple days leading up,  
16 flickering lights, electrical issues?

17 A. (No audible response.)

18 Q. No?

19 MR. ALTENBRUN: Can I ask a couple questions?

20 UNIDENTIFIED SPEAKER: Of course.

21 MR. ALTENBRUN: Want to clarify a couple things.

22 BY MR. ALTENBRUN:

23 Q. There's one important point that I want everybody here to  
24 hear, which is after the fire, you actually went back on the boat  
25 to help do some ballasting?

1 A. Right.

2 Q. So why don't you tell me what you saw, what you did with  
3 respect to the ballasting issue?

4 A. Yeah. So as they were watering the fire, we obviously  
5 acquired this port list, and it was starting to get to -- you  
6 know, we were a little concerned about it. So Steve and I went on  
7 the boat down in our engine room to try to correct that list and  
8 then do that by rapid ballast tanks, the number four tanks.

9 UNIDENTIFIED SPEAKER: When you say Steve, he's the chief  
10 engineer; correct?

11 MR. JONES: Yes, sir. Right here. Yes, we have fresh water  
12 rapid ballast tanks specifically -- specifically to correct our  
13 list for our (indiscernible).

14 CWO [REDACTED] Let me just interrupt you real quick, because  
15 David is trying to follow along. What drawing are we looking at?

16 CAPT. FLAHERTY: Yes, which deck?

17 MR. JONES: We are on the hold plan, where job one was --

18 CAPT. FLAHERTY: Yeah, I'm on the hold plan.

19 MR. JONES: Yeah. So on the aft end, the number four ballast  
20 tanks, port and starboard --

21 CAPT. FLAHERTY: Okay.

22 MR. JONES: Okay. Yeah. So we had to go down there to try  
23 to transfer some -- some water to correct that list. When we got  
24 down there -- once again, this is hard to remember in the blur of  
25 events, but I believe even on the first time that we went to go do

1 it, the fire had damaged enough electrical equipment that we had  
2 dropped the leg on the shore power. So we had two of the three  
3 legs of shore power. So we had to go on ship's power, using the  
4 generator.

5 So we stripped the board of anything that was nonessential or  
6 pretty much everything besides what we needed to transfer ballast.  
7 And the fireman also wanted everything to be dead before they were  
8 fighting the fire, obviously. So we stripped the board, started  
9 the number three aux generator, put that online.

10 At that point, because we had stripped the board, we had good  
11 power, and we were able to transfer using the rapid ballast from  
12 port to starboard to correct the port list. And we did that  
13 several times as it -- as it got worse until I believe it was  
14 the -- the third or fourth time that we tried to do it -- once we  
15 got on ship's power, the rapid ballast system could also be  
16 operated from the wheelhouse. They use it frequently at sea to  
17 keep the boat upright. And from the fire, it had, you know,  
18 destroyed, shorted, disconnected part of that circuit.

19 So when we went to go do it the last time, we couldn't do it  
20 because it's wired in. And at that point, we weren't going to try  
21 to rewire it to complete the task. So, anyways, at that point, we  
22 knew we were done. Then we closed the starboard suction to make  
23 sure there was no leak back on that tank, to make sure that the  
24 ballast stayed where it was. And yeah --

25 BY MR. ALTENBRUN:

1 Q. When you did that, did you -- how did you get into the engine  
2 room from the shore, and did you observe a sort of fire, or  
3 anything like that, at that point?

4 A. No. So at that point, things were still looking up. The  
5 fire was relatively contained to the 02/01 levels, and we were  
6 able to just walk right on the boat. I used a ladder that's on  
7 the trawl deck, that's built into the trawl deck by the port  
8 wrench to get down. But I could have gone down to where I  
9 referred to where I came back on the boat, the ladder  
10 (indiscernible) about midship, because all the fire smoke was up  
11 forward.

12 So part of that, I was able to go down through our engine  
13 room where we normally do, and another part of that that was  
14 important to bring up is when we were doing those transfers, the  
15 fire was still so contained to that 01 and 02 that I was able to  
16 travel forward in the cargo hold space up to where I always was  
17 checking on their work there by the bow thruster. And I was  
18 actually able to use a flashlight and look inside of that bow  
19 thruster space to look for smoke or fire.

20 And for the first two times, there was nothing. It was  
21 all -- it was all clear, you know, unmistakable, like, poke my  
22 head in --

23 Q. And on the drawing, what you're referring to is job number  
24 one, right?

25 A. Job number one, yeah. The number two, fuel oil starboard.

1 Q. So you were able to confirm that that -- there was no  
2 smoke/no fire in those areas at least the first couple times that  
3 you were on the boat after the fire?

4 A. Yeah, they -- yeah, yeah, in the infant stages of the fire,  
5 it was for sure confirmed that it was not coming from job one.

6 Q. Okay. And then the location of directly underneath job  
7 number two, take me back to that stateroom, stateroom 02-0. What  
8 was the condition of that stateroom on Friday afternoon?

9 A. So still stripped, stripped of anything that can burn near  
10 the work, and the stuff was, if I remember correctly, was stacked  
11 off to the side out of the way. And that's all there is to that.

12 Q. And the hot work, then, was going on directly above that  
13 space, correct?

14 A. Above, yeah.

15 Q. And below that space would be the approximate area of the  
16 galley or dry stores, right?

17 A. Yeah, forward, galley; aft, dry stores.

18 Q. And if somebody is doing work on the 03 deck, hot work on the  
19 deck of the 03 deck, is there any way for, say, a piece of slag to  
20 travel from the 03 deck to the 01 deck via that stateroom?

21 A. Not that I'm aware of, no. So that should be a solid -- I  
22 haven't had that all apart, but I'm almost positive that there's a  
23 steel floor underneath our flooring, so that would be a barrier.  
24 Then you have your fire wash and the overhead. You know, he would  
25 see that. And then you have another -- you know, the floor that

1 you're standing on there in the 02 would be the overhead in the  
2 01. So I would say that it's highly unlikely, but I don't -- I'm  
3 not 100 percent sure.

4 Q. Prior to 3:00 in the morning on Saturday, when you were  
5 awakened to learn of the smoke, when is the last time that you  
6 were in stateroom number 02-0?

7 A. I'd say the afternoon of the day before.

8 Q. So Friday afternoon?

9 A. Yeah.

10 Q. After work had finished up for the day?

11 A. During the tail-end of the day.

12 Q. You used the word "strip the board." That means to turn the  
13 circuits off, right?

14 A. Yeah, kill every -- use the board -- distribution panel has  
15 all of our breakers, so we, you know, deenergize all those  
16 breakers so we're not sending power out to anywhere on the boat  
17 that we don't want to be.

18 Q. Did you ever see any flames coming out of a vent that was --  
19 after the fire -- after the -- after you departed the boat, did  
20 you ever see any flames coming out of a vent or something else  
21 from the forward -- approximately forward midship's area of the 03  
22 deck? If you recall.

23 A. The only flames I could describe coming out were from -- I  
24 mean, this was way -- this was getting to the point where the boat  
25 was kind of a total loss. This was not when it was remotely

1 contained, but the only flames I ever saw were maybe out of that  
2 hatch or maybe where they were doing that work, but it was kind of  
3 hard to tell from the dock.

4 UNIDENTIFIED SPEAKER: And this is hours and hours or  
5 possibly days after this, that you'd been --

6 MR. JONES: Days, days, yeah. This was day two or three for  
7 sure.

8 BY MR. ALTENBRUN:

9 Q. So you didn't see flames for -- you didn't see flames the  
10 night of? Like, it was a considerable amount of time before you  
11 ever saw a flame in this whole event?

12 A. It was a considerable amount of time. Obviously, you know,  
13 the second half of this event, there was plenty of flames, but it  
14 was a considerable amount of time at the beginning, before I was  
15 able to see any flames.

16 MR. ALTENBRUN: And [REDACTED], I know you had some follow-up  
17 questions?

18 CWO [REDACTED]: Yeah, I got some questions.

19 BY CWO [REDACTED]

20 Q. So when you went up to the galley space and you smelled the  
21 smoke, the popping, the cracking, could it have been an electrical  
22 pop or crack? Could you tell the difference, if it was electrical  
23 and/or wood?

24 A. Yeah, I'm pretty -- I feel decently confident that you would  
25 be able to tell the difference. I would describe it as wood, but

1 I would not describe it as electrical. But that doesn't mean that  
2 that's what it is, because you know, it's just my ears through  
3 smoke, so it's --

4 Q. Okay. Your experience with a wood fire and --

5 A. Yeah, I would say it was wood.

6 Q. And have you ever experienced an electrical short of that to  
7 like --

8 A. Not - not many, but I've seen a short, and it was nothing  
9 like what I was hearing. But not many, you know? I'll be honest.  
10 So I'm not --

11 Q. Sure. Just with your training, you're, you know, an  
12 assistant engineer. I'm just curious if you've heard --

13 A. I have heard a short, yeah.

14 Q. So you could differentiate the difference between an  
15 electrical and a --

16 A. Yes, sir, I think I could, yeah.

17 Q. Okay. All right. And then when you went up there, you said  
18 you got thick smoke. Did you ever feel any heat?

19 A. I did not. I did not. Not that I could remember. But once  
20 again, at that initial shock of what's going on, I don't think  
21 that my recalling that as far as heat goes, I don't think that  
22 would be something I would remember very well, but I did not -- I  
23 did not feel any heat.

24 Q. Okay. That's what I'm getting at, is when you -- when you  
25 went, you advanced so far you said it was thick smoke, but did you



1 say, okay, well, this is getting a little more warm and the smoke  
2 is getting thick, so I'm going to high-tail out of here?

3 A. Yeah. I think maybe to the slightest degree, but nothing  
4 that was, like, overwhelming.

5 Q. Okay. All right. And then so you talked about the doors on  
6 the galley, the mess decks, all of that. Are those -- do they  
7 have self-closing devices on those?

8 A. Not on these doors. These doors are just common --just  
9 common doors there.

10 Q. Just common doors? So there's no tieback type devices to  
11 keep them open, anything like that?

12 A. No, not that I was aware of, not at the time, no. You have  
13 your typical ship, you know, latch for when you're --

14 Q. The hook on the back of the door?

15 A. Yeah, when you're at sea, but you know, that's just you bump  
16 it, and you close it. It's not -- it's not like a can't tie a  
17 knot, tie a lot type deal, you know? It's just --

18 Q. Okay. Yeah, but do those doors have them on them?

19 A. I really couldn't answer that, yeah.

20 Q. Okay. All right. So you were talking about the dryer vent.  
21 Is that its own dryer vent or is it shared with the laundry on the  
22 02 deck?

23 A. No, no, to my knowledge, it's its own entity, its own thing.

24 Q. Okay. And then with the -- with the dryer vent, have you  
25 ever seen those being cleaned? Is there a maintenance schedule

1 for those?

2 A. There is -- yeah, so there is a maintenance schedule. I have  
3 only been here for a short period of time, but in -- on the yard,  
4 I believe that they get cleaned yearly, but -- when the  
5 subcontractor comes in, and you know, snakes it out. But I  
6 haven't been a part of that yet just because I haven't been here  
7 long enough.

8 Q. So the year that you've been on board, you haven't seen that  
9 completed?

10 A. I haven't, no, but I haven't been here for all the yard  
11 period.

12 Q. Sure. No, I understand.

13 A. Yeah.

14 Q. I understand. Okay. And when you said the chief woke you up  
15 and that -- did you ever hear any alarms going off that you  
16 recall?

17 A. Personally, I didn't. Doesn't mean they weren't happening,  
18 but I didn't hear them, no. Between the smoke and my, you know,  
19 state of shock, I did not hear --

20 LT [REDACTED] Have you heard the fire alarms go off on that  
21 boat before?

22 MR. JONES: Yeah, yeah. Well, yeah. It's loud.

23 LT [REDACTED] And okay, I was going to ask. In what you've  
24 heard them before, if they were going off, would they have been  
25 loud enough to wake you up, do you believe?

1 MR. JONES: So there's two -- there's an at-sea alarm system,  
2 and there's an in-port, because at-sea, obviously, we have a lot  
3 of stuff running, and it needs to be significantly louder to hear  
4 it. So then we isolate that when we're in town because if it went  
5 off, we'd be listening to it here probably. So the at-sea, yes,  
6 super, super-duper loud. The in-port is obviously a little bit  
7 harder to hear. It's a quieter -- it's a -- but I have heard it.

8 LT [REDACTED] Do you -- so do you believe that if the -- if  
9 the in-port fire alarm had been going off, would it have woken you  
10 up or do you think it would not have been loud enough to wake you  
11 up?

12 MR. JONES: I don't think it would be loud enough to wake me  
13 up in that room because that room -- I -- yeah, I don't think it  
14 would be loud enough to wake me up there.

15 LT [REDACTED]: Okay.

16 BY CWO [REDACTED]

17 Q. All right. And is there a strobe light that goes with that  
18 alarm? Is there any lights, anything that -- you know, so if you  
19 did -- so, like, some vessels, if you secure the alarm, your  
20 strobes will still go to notify and all that. Do you have that  
21 onboard?

22 A. We do have those. We do have the strobes. We have strobes  
23 in the galley. But to be honest, in the in-port setting, I would  
24 not be able to confirm that because I haven't seen it. I haven't  
25 seen that, so I'm not sure about that with the in-port.

1 Q. Okay. So you talked about the removal of the foam in that --  
2 where that hot work was being done in that state room below. Can  
3 you recall how far back that was taken out? Was it the whole --  
4 what I'm getting at is --

5 A. It was pretty much most of the room.

6 Q. Was it the whole overhead gone? And how far down the  
7 bulkheads?

8 A. Yeah, I think so it was the entire overhead, and obviously,  
9 your overhead stops short of the actual steel in the overhead, so  
10 I think I would -- I'd guesstimate that I think around a foot, so  
11 the walls would be a foot short, and then all the overhead would  
12 be gone. So then you'd have that raw mechanical space up there  
13 about a foot tall in pretty much the whole room.

14 Q. So when you're talking, the bulkhead is stopping. So those  
15 are wood bulkheads that you're talking?

16 A. Yeah, your paneling, you know, your --

17 Q. Your paneling where it makes it nice and neat so you don't  
18 see the frames?

19 A. Makes it, yeah, right, exactly.

20 Q. Okay. So that finish work stops a foot from the --  
21 guesstimate?

22 A. Guesstimate in that room. I think it varies, you know,  
23 depending on where you are, but I think from what I saw, I would  
24 guess approximately, approximately a foot.

25 Q. Okay. And so they penetrated that overhead. Was it -- just

1 so I can kind of -- you know, the drawings, we got the guesstimate  
2 of the circle. If you were standing in there, is it in the center  
3 of that state room? Is it more towards the port side shell?

4 A. I would say, yeah, just like you said. I would say it would  
5 be -- it would be mostly centered. I would say approximately  
6 where the "020" is written, maybe the "0" in the "020."

7 Q. Okay.

8 UNIDENTIFIED SPEAKER: Which "0"?

9 MR. JONES: The first "0." That would be a guess, though.  
10 It's hard to reference these drawings, you know, without putting  
11 your eyes on it.

12 BY CWO [REDACTED]

13 Q. I understand, understand. And on this drawing, it says  
14 "Crane Foundation." Is that for that pedestal crane up there for  
15 the skiff?

16 A. Yes, sir, for the skiff, and you know, whatever else we --

17 Q. Okay. And does that come down into that -- is there a piece  
18 of pipe, or something, that comes down into that stateroom?

19 A. No, no.

20 Q. It doesn't? Because on this -- on this drawing, it says "02"  
21 and there's a circle right there that says --

22 A. It might be in the overhead, but that's something that --

23 Q. I'm just asking if you --

24 A. Yeah, I wouldn't know.

25 Q. Because sometimes it penetrates down into a stateroom to

1 connect to another deck, stuff like that. I was just curious.

2 A. Yeah, it's possible. I wouldn't know. It's not something  
3 that I noticed, and that was the first time I've ever seen that  
4 down. So I'm not much help there.

5 Q. Okay. I got three more questions, then I'm done. So was  
6 there a marine chemist certificate onboard the vessel?

7 A. Yeah, a couple.

8 Q. Okay. And where are those posted?

9 A. So they're posted at the gangway in the clear box for  
10 everybody to see, and then we also had copies in the engine room,  
11 in our control room. And then other than those two locations,  
12 I'm not sure, but the primary location obviously being our poster  
13 board at the end of the gangway. So -- and then -- and then at  
14 every location that they're working, they have a hot work permit,  
15 and it appeared -- once again, this is not my department, but it  
16 appeared that they recheck every day, you know, the conditions for  
17 them to do the hot work, and it was written down by the manager,  
18 or whatever, on each poster at the place the work was being done.

19 Q. Okay. So that was -- that was going to be my next question.  
20 So are you familiar with the term "competent person"?

21 A. Yeah.

22 Q. Okay. And is that what you were describing on that check,  
23 the competent person coming on and checking the oxygen level,  
24 stuff like that?

25 A. Yeah. I frequently see them. I don't work directly with

1 them unless it's particularly, you know, my job, but yeah,  
2 frequently see them on the boat back and forth with their meters  
3 testing all the spaces.

4 Q. Okay. And I lied. I only had two because you answered the  
5 first one, so thank you.

6 LT [REDACTED] All right. Does anybody have any final  
7 follow-ups?

8 MS. NELSON: I just have a few quick --

9 LT [REDACTED] Yeah.

10 BY MS. NELSON:

11 Q. Is it a one, like, HVAC filtration system for staterooms and  
12 other parts?

13 A. Yeah. So that's in the 03, yeah.

14 Q. Okay. And that would be same in the dry storage, the galley?  
15 It would all be one connected system?

16 A. Yeah, yeah.

17 Q. Are there any breaker panels in the dry stores, if you  
18 remember?

19 A. No, I do not -- I'm not 100 percent sure. You know, I don't  
20 want to be saying something and then forgetting it, but as far as  
21 I can remember, no.

22 Q. Okay. And when you're docked and you're on shore power, are  
23 you running things -- like, are there less things energizing when  
24 you're out at sea or --

25 A. Yes, significant drop in usage. So we only -- our shore

1 power breaker is 250 amps. So we have, you know, basically,  
2 nothing running compared to when we're at sea. It's just very  
3 small stuff, and periodically as we need it. And then when we're  
4 done using it, we shut it down because if we keep turning stuff  
5 on, we're going to go black.

6 Q. Sure. And then I'm not as familiar with maritime things, so  
7 can you run me through shore power real quick and, like, where  
8 it's coming from on the docks, how it's entering the vessel and  
9 where its main breaker was --

10 A. Yeah. So we got -- right out here on the dock, we got  
11 breaker panels. I don't know if -- right there, but anyways, we  
12 got breaker panels that we have a big -- a big cable that we -- it  
13 has a big plug, and you just -- you plug into the dock, and you  
14 string it up onto your boat. And then on the -- on the trawl deck  
15 on our boat, you know, aft, we plug it into our connection.

16 And then I don't know if it's referenced on the drawing or  
17 not. It's in -- in that gantry, that gantry door, port side aft,  
18 watertight door, port side aft. Yeah, so we open that -- open  
19 that door up, bring our plug in, hook it up, and then down on our  
20 switchboard, you know, it references, okay, you have shore power,  
21 is it going in the right direction, and if so, then we hook up --  
22 we transfer our power from the boat to the shore power, and then  
23 we're able to shut our generator down, and then that's it.

24 Q. Okay. Thank you.

25 UNIDENTIFIED SPEAKER: Is this where --



1 MR. JONES: The hatches -- you can see the hatch right here  
2 on this drawing, so it's about midway right there.

3 LT [REDACTED]: [REDACTED], and then you said you had two more  
4 follow-ups?

5 CWO [REDACTED] Yeah.

6 BY CWO [REDACTED]

7 Q. So you talked about dropping a leg on the electrical?

8 A. Yeah.

9 Q. And so I think that quasi answers my part of the question, is  
10 where do you -- so you're saying that up forward, where it  
11 connects, where does it connect with -- if you know, great; if  
12 not -- but so you're talking about the ballast, rapid ballast  
13 system?

14 A. Um-hum.

15 Q. Where do you think that that possibly -- why it would drop a  
16 leg? Obviously, it's not at the connection if you're back here at  
17 the short tie?

18 A. Right. No, so those are two different issues. So,  
19 initially, when we dropped the leg, that's probably -- I think we  
20 dropped a leg before the rapid ballast was an issue. And that  
21 was, you know, you have 220 panels and 120 panels, and all this  
22 electrical equipment and staterooms up here. So, obviously, that  
23 was energized prior to the fire because we need lights in all --

24 Q. Yup.

25 A. And during the fire, you know, you get your -- your three

1 lines or four lines, or whatever, in your cable, and when the fire  
2 goes, it melts. Those two contact, there's your straight shore,  
3 and I have no idea where it was because there was such a big fire,  
4 but wherever it was, it took out -- it was a big shore to drop in  
5 a whole leg of shore power down in the board.

6 And then that was the reasoning why we started up the  
7 generator. After -- even though that shore power was damaged,  
8 after we stripped the board and basically took away power for  
9 everything over here that was damaged, back here, all of our  
10 electrical lines were still good. So as long as we were only  
11 powering those lines, we wouldn't have that dead shore.

12 So when we started our generator, and just by the grace of  
13 God, the lines that went up through here, whichever wire way it  
14 was for that rapid ballast up to the wheelhouse was not damaged,  
15 and that's why we were able to transfer.

16 At some point, when the wheelhouse started to burn, that  
17 circuit was broken with fire somehow, somewhere.

18 Q. Okay. So, like you said, 240, all that, and then it branches  
19 off to 120 or whatever.

20 A. Yeah.

21 Q. So the power comes into your main board in the engine room?  
22 Or does it go to transformers elsewhere and then feed off -- if  
23 you know --

24 A. So that's a tricky question --

25 Q. Yeah.

1 A. -- because there's so much of it that I could misspeak on  
2 that. But generally speaking, it comes down to our board and goes  
3 out to transformers and panels, and such. But being that there's  
4 so much there, and I'm not the electrician, I wouldn't really want  
5 to speak on that.

6 CWO [REDACTED] Okay. Sure. Fair enough. Okay.

7 LT [REDACTED] All right.

8 MS. NELSON: Can I add onto that real quick?

9 BY MS. NELSON:

10 Q. So from the time that you were notified of a fire to the time  
11 that you go down to strip the board and you unnoticed you dropped  
12 a leg, how much time do think that is between the start of the  
13 fire and --

14 A. I would guess maybe somewhere between two and four hours  
15 maybe.

16 Q. Okay.

17 UNIDENTIFIED SPEAKER: That's when you noticed that you could  
18 no longer use the ballast or that's the first time you went on and  
19 actually --

20 MR. JONES: Well, so the first time we went down in there to  
21 go do the ballast, I went to move it, and it wouldn't work. And  
22 then I -- and then I went to -- that's as far as -- that's as I  
23 remember it. I do not believe that at any time we transferred  
24 ballast on shore power. That's how I remember it. Like I said,  
25 everything was a blur.

1 UNIDENTIFIED SPEAKER: Sure.

2 MR. JONES: But anyways, yeah, so it wasn't working. And  
3 then I went to go -- we have three lights. Everybody has three  
4 lights for their shore power that represents those legs and if you  
5 have a ground or a short, or anything. And then I was clearly  
6 able to see that we had dropped one of the -- one the three  
7 lights, and that's why my pump wasn't working. And then we fired  
8 up the generator. We stripped the board and fired up the  
9 generator, and then we were good to go.

10 MS. NELSON: Thank you.

11 LT [REDACTED] All right.

12 MR. PETRULAK: Got a few questions for him.

13 LT [REDACTED]: Yup.

14 BY MR. PETRULAK:

15 Q. All right. So you said you've actually heard this, the fire  
16 alarms going off before both at sea and also at port?

17 A. Um-hum.

18 Q. Was that all just for testing purposes or did you ever have,  
19 like, a small fire that you saw the system activate?

20 A. No. So sometimes just, like, just like your household  
21 alarms, sometimes they're malfunctioning, and sometimes they  
22 just -- they go off. And then our electrician looks at it. If it  
23 needs to be replaced, it gets replaced. If the cartridge needs to  
24 be blown out and cleaned, then it needs to be blown out and  
25 cleaned.

1 Q. Okay.

2 A. Or if some rascal, you know, was vaping or doing something he  
3 shouldn't, you know, that could set it off, too. But we always --  
4 we get the alarm, and we always go look at it, you know, evaluate  
5 the situation, and see what's going on, and --

6 Q. So all of these alarms, they're all connected to each other,  
7 then?

8 A. Yeah. So, yeah, we have, you know, panels for that in the  
9 control room, just outside the control room, in the reefer flat,  
10 and on the bridge. So those are all connected so that if we're up  
11 and about or the mate or the captain, they can see those alarms go  
12 off.

13 Q. Yeah. I'm assuming there's probably a smoke detector in the  
14 galley, too?

15 A. Yeah, smoke detectors everywhere. And they all are --  
16 they're all assigned, so they're not just like you have a smoke  
17 detector going off. They're assigned to their location. So as  
18 soon as we get the alarm, the location comes up. And either I or  
19 an oiler, or whoever, goes and looks at the space, is it okay or  
20 is it not.

21 Q. And I'm assuming they have, like, a battery backup just in  
22 case like -- I'm assuming when you go to shore power, if somebody,  
23 like, inadvertently shut that system off, like, something would  
24 happen to notify you guys that you would know that they're off?

25 A. Yeah. I would not really be able to answer that as far as

1 how they're wired as far as backup, but I believe so.

2 Q. Okay. Do you know if they were actually energized that  
3 night, the fire system, fire alarms? Like, do you have any way to  
4 know that they were actually functioning?

5 A. So, yeah, early the day before, or it could have been the day  
6 before that, when they were stripping that room to do that work up  
7 on the bow, they had to unplug the fire detector, smoke alarm.  
8 And when they did, I got the alarm. And I went up there, and  
9 there he is holding the fire detector in his hands, and I'm like,  
10 you know, we just had an alarm. And he said, oh, okay, we're all  
11 good.

12 Q. Okay. So they put the fire alarm back up and everything was  
13 back on, or was the system silenced after that?

14 A. No. You would silence it because they had to do their work.  
15 So it remained unplugged with the fire wash there because if we --  
16 if we left it in, I would just be doing that all day.

17 Q. I see. So basically, like, Friday into Saturday, the fire  
18 alarm system was not -- probably not functioning then?

19 A. No, no, it was. Just the --

20 Q. Or just the one --

21 A. Just the local.

22 Q. Just that local alarm?

23 A. Yeah.

24 Q. So if none of them off, then it would still go back off  
25 again?

1 A. Right.

2 Q. Okay. Got that. And then as far as, again, that night, when  
3 you guys were on shore power, I'm assuming it would possible that  
4 somebody could have flipped the break off on the entire system as  
5 far as, like, when you're on shore power? Like, I know you get to  
6 pick and choose which breakers you're operating --

7 A. Could you repeat the question?

8 Q. So when you, obviously, when you're on shore power, you only  
9 have 250 amps to work with, right?

10 A. Yeah.

11 Q. So you're picking and choosing which systems are on?

12 A. Right.

13 Q. So, obviously, somebody is making an active choice to make  
14 sure that the fire system and the fire alarms are being powered by  
15 that shore power?

16 A. Yeah. But that's something that would never --

17 Q. Never get shut off?

18 A. No. Yeah, that's not something that we would ever mess with.  
19 And we don't -- we don't isolate stuff on the board with the  
20 breakers. It's just on, you know? You know, it would just be a  
21 lot of logistical running around if we turned off the breakers off  
22 to everything.

23 Q. Yeah, that makes sense. Just (indiscernible). The hot work,  
24 whenever these guys are done with their hot work for the night,  
25 how long is that fire watch? Is it, like, a two-hour fire watch

1 typically?

2 A. I don't know the answer to that, but I know that I -- I've  
3 seen, I would say, at least an hour. You know, I've seen it where  
4 they stop welding, and they're just hanging out, and they're  
5 watching it, and you know, if anything is hot, they'll spray it,  
6 but it's not common, you know?

7 The fire watch is obviously mostly there just to watch, you  
8 know? We don't -- we don't -- they typically do a good job  
9 stripping everything away. So -- and the welders are smart, and  
10 they've done it a long time, you know? They clean up their stuff  
11 and make their welds, and the fire hoses are typically there for  
12 looks, you know? They do a pretty good job.

13 Q. Sure. And then when the fire watch is done, does it require  
14 anybody else to come around and, like, double-check them, or is  
15 that pretty much if they say it's done, it's done, as far as  
16 (indiscernible)?

17 A. So they have their -- once again, this is not my department,  
18 so I don't want to speak for someone that I shouldn't. They have  
19 their manager, and their manager is always walking around. So  
20 they have their welder and their fire watch that's assigned to  
21 their job, and whether it's one or two welders or one or two fire  
22 watches, whatever, however big the job is, but they always have  
23 their manager. Well, they have a couple -- a few managers that  
24 are always walking around, checking up on them, making sure  
25 everything is -- they're doing it right, you know, call them out



1 if they're doing anything not the way that they want them to do  
2 it. So it would be their manager walking around checking on all  
3 that stuff.

4 Q. Okay. And this last question, inside of or around the  
5 galley, did you notice, like, any kind of, like, extension cords  
6 like temporary wiring or (indiscernible) have welding cables  
7 running through there, but just like any kind of temporary wiring  
8 at all in those areas?

9 A. No, sir. Not, not -- no, I do not notice that.

10 Q. No (indiscernible)?

11 A. Yeah, no, no, I did not notice that.

12 MR. PETRULAK: Okay. That's it.

13 BY CWO [REDACTED]

14 Q. Just to clarify, on that alarm in that stateroom that you  
15 talked about unplugging, when you said secure the system, you're  
16 talking about just securing and isolating that alarm?

17 A. Did I say "secured"?

18 Q. Silenced, secured. So --

19 A. Okay. So you have the alarm. You have to acknowledge it,  
20 and you have to go up. And so it was unplugged, acknowledged to  
21 stop the alarm from going off, going off, going off. Now I know  
22 about it. I went up and looked, found out that it was -- that it  
23 was like that, and then we acknowledged it, you know, like one  
24 more time, and at that point, it's not going to continue to go  
25 off. But the other -- acknowledging is not the same as shutting

1 anything off. It was just acknowledging.

2 Q. Sure. You're just silencing that one alarm?

3 A. Right, that one alarm.

4 Q. That one local alarm?

5 A. But it's also not like -- it's also not like we went into  
6 anything and, like, it's not like a switch, like, okay, I shut  
7 this particular one off. It got unplugged. It got silenced,  
8 acknowledged -- or acknowledged and -- silenced/acknowledged, same  
9 thing, twice. And then at that point, it's not going to continue  
10 to go off.

11 Q. Okay. I just want to clarify that. So --

12 A. Yeah.

13 BY MR. ALTENBRUN:

14 Q. And just to be clear so that we all understand the fire or  
15 smoke detection system, if you have a smoke detector go off, say,  
16 on the 01 deck in the stateroom, you'll have an audible sound in  
17 that stateroom with that smoke detector, correct? It will beep or  
18 do something?

19 A. It should beep. Another one of those deals where, to be  
20 honest with you, I'm usually down here. I get the alarm. I walk  
21 up. It's already -- that part has already happened.

22 Q. Okay.

23 A. So I can't really particularly answer that because --

24 Q. Okay. But when that one is triggered, it doesn't  
25 automatically trigger all the other alarms in the other

1 staterooms, right?

2 A. No, no, no. It trips, we get an alarm at any of those --  
3 what did I say -- four, control room, outside control room, reefer  
4 flat -- four or five command stations for the alarm system. It  
5 sends it to all of those, and then your person goes and -- it's  
6 going to say fire 01-12, and then you go right there.

7 BY LT [REDACTED]

8 Q. But it's not just the buzzer or it's not just the points that  
9 make noise? It should come over the PA system on the vessel,  
10 correct? Like, the actual alarm will ring the general alarm on  
11 the ship, correct?

12 A. No, not unless our -- to my knowledge, not unless our at-sea  
13 is on, but I'm not sure if that's exactly correct. But --

14 Q. So from what you know in port, it's -- a fire alarm will not  
15 set off the ship-wide general alarm like it does in the at-sea  
16 setting?

17 A. Correct. I believe.

18 LT [REDACTED] Okay. All right.

19 MS. NELSON: I have one unrelated question.

20 BY MS. NELSON:

21 Q. Is there smoking allowed onboard?

22 A. Smoking is allowed in designated areas.

23 Q. Is there a particular smoking room located onboard?

24 A. There is a smoking room, but it's not really used because  
25 it's nice outside, and that's a pretty gross room. To my

1 knowledge, I didn't see anybody using it. Yeah, it's mostly  
2 smoking is done out on deck. We have -- we have, you know, butt  
3 cans that you can extinguish it and put it in so they're not  
4 everywhere.

5 Q. And where would those -- are they on the dock or on the deck?

6 A. They're on the deck. There's no smoking on the dock because  
7 the dock is wood. But there's -- as you come up the gangway, the  
8 aft side of the house on the 02 level, that's kind of like a  
9 little walkway there, and there's some butt cans there.

10 BY MR. HELLER:

11 Q. Was there anybody smoking that night? Do you know?

12 A. Well, I smoke, but no, I didn't smoke on the boat. I smoked  
13 on the way -- the way in. Not that I remember. If I did smoke on  
14 the boat, it would have been right there.

15 BY MR. PETRULAK:

16 Q. One last question about the fire system. So, obviously,  
17 there's that one that they disconnected, right, and that was the  
18 one that was silenced and acknowledged. Was there -- was that the  
19 only one or was there any others on the system that were acting up  
20 or having any kind of malfunctions that you know of?

21 A. Nope, nope. As far as everything that I saw, no issues, just  
22 that one. And when I walked up there, and I was happy seeing that  
23 guy taking it off because I didn't want to deal with any problems.

24 Q. Yeah, no, that makes sense.

25 MR. ALTENBRUN: Is there anything that you want to clarify or

1 explain further before we finish up here?

2 MR. JONES: I don't think so. It's a lot of -- a lot of  
3 information. It's been, you know, it's been a very busy couple of  
4 days. And it's hard to -- I think -- I don't know if I mentioned,  
5 but when I got out of my room, my phone -- my phone was burnt up  
6 over there. So you guys know how we are with our phones.

7 MULTIPLE SPEAKERS: Yeah.

8 MR. JONES: That's my -- you know, that's everything. So far  
9 as time goes, I didn't have a timepiece on me. And you know, just  
10 those particular dates, and stuff, you know, you have all that  
11 stuff in your phone, and -- so now it's different because I can't  
12 just reference that. So --

13 UNIDENTIFIED SPEAKER: Yeah.

14 LT [REDACTED] All right. Well --

15 MR. HELLER: Well, we really appreciate your patience.

16 LT [REDACTED] Yes. Thank you so much.

17 MR. HELLER: It's a lot of information, but it's very  
18 helpful. So thank you.

19 LT [REDACTED] Yeah. So I think we're going to conclude the  
20 audio recording here. The time is 3:19 p.m.

21 (Whereupon, at 3:19 p.m., the interview was concluded.)

22

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24

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CERTIFICATE

This is to certify that the attached proceeding before the  
NATIONAL TRANSPORTATION SAFETY BOARD

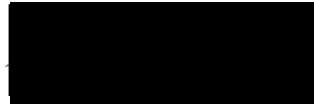
IN THE MATTER OF: FIRE ABOARD *KODIAK ENTERPRISE*  
NEAR TACOMA, WASHINGTON  
ON APRIL 10, 2023  
Interview of Keegan Jones

ACCIDENT NO.: DCA23FM026

PLACE: Tacoma, Washington

DATE: April 11, 2023

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.



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Danielle S. VanRiper  
Transcriber