

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: STEVEN ROSS, Chief Engineer
Kodiak Enterprise

Tacoma, Washington

Tuesday,
April 11, 2023

APPEARANCES:

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
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CAPTAIN DAVID FLAHERTY, Investigator
National Transportation Safety Board

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

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I N T E R V I E W

(3:30 p.m.)

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2
3 LT [REDACTED] The date is Tuesday, April 11. The time is
4 3:30 p.m. We are located at Trident Seafoods in Tacoma,
5 Washington. We are here to conduct an interview in relation to
6 the fire aboard the *Kodiak Enterprise*. We are going to go through
7 and list everybody who's in the room here. I am
8 Lieutenant [REDACTED]. I'm an investigator with the Coast
9 Guard. Last name is [REDACTED]

10 MS. NELSON: ATF Special Agent Keeli Nelson, N-E-L-S-O-N.

11 MR. PETRULAK: ATF Special Agent Nathan Petrulak,
12 P-E-T-R-U-L-A-K.

13 MR. HELLER: ATF Special Agent Greg Heller, H-E-L-L-E-R.

14 MR. ROSS: Steven Ross, R-O-S-S, chief engineer, *Kodiak*
15 *Enterprise*.

16 MR. ALTENBRUN: Larry Altenbrun, Counsel for Trident
17 Seafoods. Last name is spelled A-L-T-E-N-B-R-U-N.

18 MR. FLAHERTY: Hi. David Flaherty, last name spelled
19 F-L-A-H-E-R-T-Y. I'm an investigator with the National
20 Transportation Safety Board. Chief, I'm sorry, did you spell your
21 last name? I didn't hear.

22 MR. ROSS: Yes. R-O-S-S, Ross.

23 MR. FLAHERTY: All right. Thank you.

24 CWO [REDACTED] And -- excuse me, Chief Warrant [REDACTED],
25 [REDACTED], Coast Guard Marine Investigator.

1 LT [REDACTED] All right. Thank you.

2 INTERVIEW OF STEVEN ROSS

3 BY LT [REDACTED]

4 Q. So, Mr. Ross, can you just give us your maritime background?
5 How long have you been sailing? How long have you worked with
6 Trident? Kind of just give us your maritime history.

7 A. Yeah, I've been sailing since just out of high school.
8 Twenty-one years of age. I commercial tuna fished on Persuaders
9 out of San Diego for 15 years; and then, I acquired my engineer's
10 license, chief engineer, and decided to go try the Alaska
11 fisheries out. It's more of a, yeah, more of a life, two months
12 on, two months off. I was fishing on the Persuaders, and that was
13 pretty much year-round. And when you got off the boat there,
14 you've lost your position. Yeah. So, anyway, I spent most of my
15 life at sea.

16 Q. Okay.

17 A. Yeah, my two months on, two months off once I got my
18 engineer's license, and been working, you know, different boats.

19 Q. Okay.

20 A. Processors, and I ended up with Trident for probably the last
21 12 years.

22 Q. Okay. So, how long have you -- do you recall when you
23 attained your chief engineer license?

24 A. It's roughly going on 20 years.

25 Q. Okay. And in your 12 years with Trident, have you been a

1 chief engineer the whole time?

2 A. No. I was assistant --

3 Q. Okay.

4 A. -- process assistant engineer, and we flipped thought. We
5 kind of -- I rotated from assistant engineer to chief engineer
6 when he rotated out, because I had the license.

7 Q. Okay.

8 A. So, I've been doing that for the last probably four years.
9 And now, I have a permanent position as chief engineer. Say, for
10 the last two years, I've been permanent chief.

11 Q. Okay.

12 A. And I overlap kind of, you know, four or five times a year.
13 I'll be assistant; and then, I'll --

14 Q. Okay.

15 A. -- right into the chief's position.

16 Q. Okay. And what type of boats, in your time with Trident,
17 have you been sailing on? Has it been all of these factory --

18 A. Yeah. Mostly, I was on the -- when I first started with
19 Trident, I was a floater, so I worked on the *Island Enterprise*, I
20 worked on the *Seattle Enterprise*, and then I got onto the *Kodiak*
21 *Enterprise*. And I took a while, I don't remember the exact time
22 that I was the floater, but once a position opened up on the
23 *Kodiak*, I became the assistant engineer. You know, licensed
24 assistant engineer. I was just -- and had a permanent position
25 over here. And then, the chief rotated out, and we had another

1 chief come in until I started taking over as chief --

2 Q. Okay.

3 A. -- which was, like I said, a few years ago.

4 Q. So, how long have you been permanently on the *Kodiak*
5 *Enterprise*?

6 A. Going on six, seven years now.

7 Q. Okay. And so, those six, seven years, you've been solely on
8 that vessel?

9 A. Yes.

10 Q. Okay. All right. So, can you just kind of talk through what
11 the nature of the vessel, not what it does, but like how often are
12 you guys out, how often do you come in and do docksides, how long
13 are your fishing trips, that kind of thing?

14 A. Well, the trips have been lasting anywhere from nine to 12
15 days, is an average trip. And then, the time to offload, you can
16 almost do the 24-hour, 32-hour offload, and you're right back out
17 up in Alaska there fishing pollock.

18 Q. Okay.

19 A. So --

20 Q. And then, how long are you guys up in Alaska versus how long
21 are you dockside here in Washington?

22 A. Yeah, they have an A season up in -- you start up in Dutch
23 Harbor, and you're fishing pollock, and those are normally
24 six trips, beginning of January --

25 Q. Okay.

1 A. -- February, March, April. You're pretty much done; and
2 then, you come back to Seattle and do what we call our spring --

3 Q. Okay.

4 A. -- shipyard, kind of what we're doing now. And then, we
5 prepared it to go and do hake off the coast of Washington and
6 Oregon, would be our, what we call our spring hake season. And
7 then, from there, once we've done the hake, then you prepare to go
8 back to Alaska and start your B season, pollock, and that can be
9 six, seven trips, depending on the quota. And normally, you're
10 done with that, then -- yeah, around August.

11 Q. Okay.

12 A. Or, no, more like -- yeah, probably in late July. We come
13 back then; and then, we'd start out what we call fall hake season,
14 and that usually goes -- from the time we get back, depending on
15 how fishing was up there, then that will take you into almost
16 October --

17 Q. Okay.

18 A. -- November. And then, the spring hake.

19 Q. Okay.

20 A. So, it's basically four seasons.

21 Q. And each -- in between each of the seasons, how -- you come
22 back to dock here to conduct maintenance and everything like that?

23 A. Twice, and --

24 Q. Twice.

25 A. -- yeah, we do that.

- 1 Q. Okay.
- 2 A. We have our spring shipyard; and then, our fall shipyard --
- 3 Q. And how long do those shipyard periods generally last?
- 4 A. Well, this one would be probably close to 30 days --
- 5 Q. Okay.
- 6 A. -- depending on the time you get back and the amount of work
- 7 to be done, 30 --
- 8 Q. Okay.
- 9 A. -- to 35 days.
- 10 Q. Okay. So, is it fair to say that, you've been on the
- 11 *Enterprise* now for the last six to seven years, you've done quite
- 12 a few --
- 13 A. Shipyard?
- 14 Q. Shipyard periods?
- 15 A. Oh, yeah.
- 16 Q. Okay.
- 17 A. I'm a shipyard guy.
- 18 Q. Okay. All right. So, when did you guys get back to Tacoma
- 19 here to begin this shipyard period?
- 20 A. It was the 23rd --
- 21 Q. Okay.
- 22 A. -- of this March.
- 23 Q. Okay. And when did you sign onto the *Kodiak* for this --
- 24 A. Well, I came up in February 20.
- 25 Q. Okay.

- 1 A. I've been on the boat since --
- 2 Q. Okay. So, you've been on now about two months?
- 3 A. Yeah.
- 4 Q. Coming up on two months?
- 5 A. Um-hum.
- 6 Q. And half of it was spent fishing; and half of it, the
7 dockside period?
- 8 A. Well, like a half year.
- 9 Q. Okay.
- 10 A. Just a few weeks here, yeah.
- 11 Q. Okay. But you've been here through the whole shipyard
12 period?
- 13 A. Yes.
- 14 Q. Okay. And so, I guess just covering the last fishing trip,
15 were there any issues with the vessel before you came into the
16 shipyard, any major issues with anything on the boat?
- 17 A. No, nothing that wasn't --
- 18 Q. Okay.
- 19 A. No.
- 20 Q. And so, you came in the shipyard. What was some of the work
21 that was planned/done during the last few weeks while you've been
22 in shipyard here?
- 23 A. Well, it just so happens to be that five-year special survey
24 ABS load line inspections, so we had ABS, a big list of
25 (indiscernible) and various things to be audio gauged throughout

1 the boat. And I've been doing that, mostly. Just opened tanks,
2 getting things for them to inspect, and walking them through the
3 boat. But yeah. And then, like I said, we have audio gaugers
4 coming through. They're taking readings of the thickness of the
5 plate in the hull --

6 Q. Okay.

7 A. -- various sections of the boat that they could get to.

8 Q. Okay.

9 A. So, yeah, I was doing a lot of tank work.

10 Q. Okay. And so, during this shipyard period, as the chief
11 engineer, what is your -- you know, besides being the chief
12 engineer of the vessel, what does your day look like? Are you
13 mostly overseeing workers, or are you overseeing your crew doing
14 work? What does a typical day look like for you?

15 A. Well, it's mostly me taking care of my workers, and like, you
16 know, I have a consistent engineer and what we call a wiper, or
17 somebody that is just a helper. And so, I have my own jobs to do,
18 and plans. We have the shipyard running their projects, welding,
19 you know, doing hot work. So, I take a look at that every day,
20 but I don't oversee that. I just --

21 Q. Right.

22 A. -- know where they're working and take a look at it, you
23 know --

24 Q. Okay.

25 A. -- as soon as I do a walk-through or --

1 Q. Okay.

2 A. -- in those areas. You know, I have my own worklist, and we
3 work off of that. We have outside vendors working on our
4 generators and main engine work, and stuff like that, and we just
5 (indiscernible) the maintenance on a boat.

6 Q. Okay.

7 A. You know, oversee. And I work, you know, hands-on.

8 Q. Right. What is your role in overseeing the hot work? I know
9 people come shoreside, but do you do any of the shipyard competent
10 person, clearing spaces, anything like that? Who does all that
11 work?

12 A. That, the yard does that.

13 Q. Okay.

14 A. -- engineer in the yard have their own competent persons come
15 through, and they write off it's safe or, you know, the entry, hot
16 work. You know, they have -- we have the marine chemists come in
17 if they're doing any hot work on tanks or -- you know, especially
18 fuel tanks, right on the fuel tank that we're working on. And
19 those are all cleared and certified through the marine chemist.
20 And then, their yard has their own competent person that does a
21 check on all the hot work that's being done in any of the entries
22 and the tanks that are helping.

23 Q. Okay. And are those -- where are those, the permit and the
24 re-up of the permit posted? Are they posted on the vessel?

25 A. No, they're posted on the dock and on board --

- 1 Q. Okay.
- 2 A. -- and then, I usually put a copy on the gangway in the
3 tube --
- 4 Q. Okay.
- 5 A. -- to show to the marine chemist.
- 6 Q. Okay.
- 7 A. And then, she comes through, and she goes off of that that's
8 on the dock, all the printed permits (indiscernible) marine
9 chemist. And then, she'll have her own for.
- 10 Q. Okay.
- 11 A. And she just pastes it anywhere where the work's being
12 done --
- 13 Q. Okay.
- 14 A. -- generally.
- 15 Q. As she's clearing those --
- 16 A. Yeah.
- 17 Q. -- individual spaces? Okay. Okay. And then, just
18 continuing on with the hot work stuff, what -- in the week leading
19 up to the fire, do you know what hot work was being done on the
20 vessel?
- 21 A. Oh, yeah.
- 22 Q. Can you kind of tell us that? And we also, we have a chart
23 there for you to point things out and stuff, so if could just kind
24 of --
- 25 A. Yeah.

- 1 Q. -- point out to us where hot work is being conducted?
- 2 A. Well, the main one was on the number two starboard fuel oil
3 tank. That was the first one. And I don't have my reading
4 glasses, but it would be right here --
- 5 Q. Okay.
- 6 A. -- the one in red, job number one.
- 7 Q. Job number one. Okay.
- 8 A. Yeah. So, that was the big one, and that was down in what we
9 call the bow thruster space that they had to get access to that.
10 And then, you double-back into the cargo hold, then it was opened
11 up down here.
- 12 Q. Okay.
- 13 A. Then, there was a second one on the 0- -- no, that's job
14 three. Yeah, job two, we had to do an insert on the deck.
- 15 Q. Okay.
- 16 A. There was some electrical poles that were no longer being
17 used, so they cut that out and put a doubler -- or, an insert.
18 They --
- 19 Q. Okay.
- 20 A. -- inserted a piece of plate. And that actually was over the
21 number two, 02 level portside in the --
- 22 Q. Okay.
- 23 A. -- stateroom.
- 24 Q. Okay.
- 25 A. And they cleared all the foam, inserted a plate on the deck.

- 1 Q. About how big was that --
- 2 A. It was --
- 3 Q. -- insert job?
- 4 A. -- I'd say, you know, 12 or 16 inches by 8 inches.
- 5 Q. Okay. And that was directly into overhead of the stateroom?
- 6 A. Yes.
- 7 Q. Okay. All right.
- 8 A. And that had all been, you know, preapproved, and foam-
- 9 chipped, and removed. And then, the third one, this would be --
- 10 what was this?
- 11 Q. I believe, if you look at this drawing here, it might --
- 12 A. Oh.
- 13 Q. -- be a little bit clearer for you.
- 14 A. Okay. Oh, yeah, the pilothouse, on the bottom of the
- 15 pilothouse, a couple of the watertight doors on the bottom was
- 16 rotted.
- 17 Q. Okay.
- 18 A. So, they were scarfing that out and were going to replace it
- 19 in two places on the port and starboard side.
- 20 Q. Okay.
- 21 A. So, yeah.
- 22 Q. Okay.
- 23 A. And then --
- 24 Q. And what of that was being completed, let's say, on the
- 25 Friday before the fire happened? Was hot work occurring in all

1 three of those job sites, or were some of them --

2 A. Yeah, I would say, yes.

3 Q. All three? Okay.

4 A. Like, I didn't physically go up and watch them, you know,
5 doing their work, but yeah, that was -- they'll be still working
6 on them --

7 Q. They were all active? Okay.

8 A. -- in all three posts (indiscernible).

9 Q. Okay. And then, can you talk us through what you have
10 observed about the fire watches that are being conducted? I've
11 heard that that's shoreside crew; is that correct?

12 A. Yeah.

13 Q. Okay.

14 A. Best of my knowledge. I don't know if they're from off --
15 yeah. I don't know if it's Trident's fire watches or they hire
16 them from outside sources.

17 Q. Okay.

18 A. (Indiscernible).

19 Q. And then, can you just kind of explain what you've observed?
20 Do they bring hoses in? How long after the work is being
21 completed do they stay? What have you noticed of that?

22 A. Yeah. They stay, I think it's minimum half an hour to an
23 hour after the job is, you know, the hot work is done.

24 Q. Okay.

25 A. Don't quote me on that. I don't know if it's a half an hour

1 or however long.

2 Q. Right.

3 A. They do stay after, and they do make sure that they have the
4 firehose, you know, charged and at the site of where they're
5 working.

6 Q. Okay. All right. So, I guess kind of continuing on from the
7 hot work part, I know you said ABS inspections were going on. On
8 the Thursday/Friday kind of leading up to the event, do you know,
9 was there active ABS personnel on board; and if so, were you
10 opening things up on those days?

11 A. No, I guess you (indiscernible), but he -- they boarded the
12 boat twice to ensure that -- you know, they're just going through
13 their checklist of what they wanted to see and what we had time to
14 do, because we're, you know, on a dry dock schedule, as well.
15 We're supposed to be (indiscernible) on the 13th.

16 Q. Okay.

17 A. But we wanted to get as many tags and everything as we could
18 knocked out, so we opened everything for them to go in and
19 inspect.

20 Q. Okay.

21 A. And they spent a good, you know, half a day going through
22 their tags and checking off their worklist. And then, they had
23 another surveyor come in, and he finished crawling the other tanks
24 and looked at some other parts of the boat. But the port
25 engineer, Kyle, took them through, and they did some audio

1 gauging --

2 Q. Okay.

3 A. -- on points that they needed to get looked at, and that was
4 probably in the live tanks --

5 Q. Okay.

6 A. -- on the boat, yeah.

7 Q. And was there any other, you know, major work you recall
8 going on Thursday/Friday besides the hot work and everything?

9 A. No. I know the electrician had a problem with some of the
10 batteries under the wheelhouse, and he had to change one out
11 because it was bad. But that was prior to when they started the
12 hot work under the wheelhouse there.

13 Q. Okay.

14 A. Those batteries were in a, you know, specific area, and he
15 decided to take one out.

16 Q. Do you know what was wrong with it?

17 A. It was burnt. Had a bad cell.

18 Q. Okay. And --

19 A. It wasn't charging.

20 Q. Okay. And when did the hot work begin on what's labeled, job
21 site three? Like, how long ago was the battery replaced before
22 the incident occurred?

23 A. Oh, that was probably the day of, you know, all that hot work
24 and stuff going on, but it was away from that --

25 Q. Okay.

1 A. -- at the time. But that was in the same facility as, you
2 know, where they were doing the work on that under the wheelhouse.

3 Q. Okay.

4 A. Anyway, that was all done and taken care of.

5 Q. Okay. All right. So, I guess kind of, then, leading up to
6 the events that occurred, do you know, was the fire alarm system
7 on board active?

8 A. Yes.

9 Q. Okay. And have you heard that system go before? I know, in
10 previous interviews, we were told about a possible -- you know,
11 the at-sea versus the in-port setting. Do you know which setting
12 it was on?

13 A. It was on in-port.

14 Q. Okay. And in that in-port setting, can you kind of talk us
15 through what happens with an alarm goes? Does it go to the
16 control stations, and then general alarm, or does it -- does
17 general alarm ever go off, or --

18 A. The general alarm never goes off.

19 Q. Okay.

20 A. It just, it's an audible, more of an audible loud horn that
21 goes off, mainly in the engine room. And on the remote stations,
22 they all have a (indiscernible), you know, alarm that you have to
23 silence by pushing a button on it.

24 Q. Okay. So, the noise would come either in the engine room or
25 on those remote panels?

- 1 A. Correct.
- 2 Q. Okay. And those --
- 3 A. -- the wheelhouse.
- 4 Q. Okay. Are those -- is that a fairly loud alarm? Would that
- 5 wake someone up who was sleeping? Or are they not so loud in-
- 6 port?
- 7 A. Probably not very loud.
- 8 Q. Okay.
- 9 A. (Indiscernible).
- 10 Q. Okay. And do you know, are those -- are there a lot of those
- 11 stations, or is it just a couple on each level?
- 12 A. No, there's one in the wheelhouse, two down in the lower
- 13 engine room, one in the control room, and one just in the engine
- 14 room area. And then, there's one up on the reger (ph.) flat,
- 15 refrigeration flat, we call it. There's one up there.
- 16 Q. Okay.
- 17 A. And -- yeah.
- 18 Q. Okay.
- 19 A. That's all I've got on that.
- 20 Q. And had you guys tested that system in-port?
- 21 A. Well, I know it works. I mean, you know, as far as testing,
- 22 then, you'd have to have something --
- 23 Q. But it's --
- 24 A. -- go off --
- 25 Q. So, it went off --

- 1 A. Yeah, it --
2 (Crosstalk)
- 3 A. -- went off. There was -- it was doing its thing.
- 4 Q. Okay. Okay.
- 5 A. Now, we'd get alarms down in the bow thruster space because
6 of the welding and the smoke. And again, that's just something we
7 have to clear every time it goes off. Like, if I left the
8 (indiscernible), it's a loud horn --
- 9 Q. Right.
- 10 A. -- kind of, just -- but that's just in the engine room
11 itself.
- 12 Q. Okay.
- 13 A. It's not throughout the boat, and it doesn't sound the
14 general alarm.
- 15 Q. Okay. And when you --
- 16 A. And all the hallways have their little indicator, you know,
17 own battery-powered smoke alarm's tied into the system.
- 18 Q. Okay.
- 19 A. So, those will be -- you'll hear those throughout the
20 hallways and --
- 21 Q. Okay. So, there's ones in the hallways that will actually
22 physically audibly --
- 23 A. Yes.
- 24 Q. Okay.
- 25 A. (Indiscernible).

1 Q. And then, when that is silenced -- I know they were doing hot
2 work, and things may have been silenced, or smoke alarms
3 disconnected, or whatever, would that -- if somebody had silenced
4 something, every new alarm, you're going to have to re-silence it,
5 or is there a setting where you can silence alarms while you're
6 doing all the hot work, and then --

7 A. No.

8 Q. Okay. Okay.

9 A. Manually.

10 Q. Manually silence each one?

11 A. Yes.

12 Q. Okay. All right. I think we're good on that, so moving
13 forward, who was on the boat, then, that day? So, work completes
14 with the hot work; and then, the shoreside people, about what time
15 would they have left the boat on that Friday?

16 A. 4:00.

17 Q. Okay.

18 A. About.

19 Q. 1600, they would leave. And then, is that -- the firewatch
20 would stay later than --

21 A. Yes.

22 Q. -- 1600, or --

23 A. Yes.

24 Q. Okay. So, then --

25 A. Normally --

- 1 Q. Okay. Okay, say -- is it safe to say maybe 1630 --
- 2 A. Yep.
- 3 Q. -- all workers off the boat?
- 4 A. Yes.
- 5 Q. Okay. And so, once -- at 1630, all workers are off the boat.
- 6 What did you do then, after all workers left? Now, 1630, what did
- 7 you do?
- 8 A. I got cleaned up, took a shower. Keegan and I went out.
- 9 Brought some dinner, had dinner, brought it back to the boat. And
- 10 yeah, then we went to the galley and had a sandwich.
- 11 Q. Okay. So, when was the last time you think you had conducted
- 12 like a round of the ship?
- 13 A. Probably before we left --
- 14 Q. Okay.
- 15 A. -- 4:30.
- 16 Q. 4:30 or so?
- 17 A. Yeah.
- 18 Q. Okay. And --
- 19 A. I (indiscernible).
- 20 Q. And then, what time would you say you guys left to eat, and
- 21 then came back from dinner?
- 22 A. 5:30, and we got back probably around close to 7:30, 8:00.
- 23 Q. Okay.
- 24 A. (Indiscernible).
- 25 Q. Okay. So, when you come back, there's a -- is there a gate

1 guard you come through that monitor's access to the vessel?

2 A. Um-hum.

3 Q. Okay. So, you guys came through gate guard; and then, you
4 get on the boat. Who was on that boat that night? I know you
5 said you were with Keegan. Was there anybody else on the boat
6 that evening?

7 A. Brian, Brian Campbell; and then, the electrician --

8 Q. Okay.

9 A. -- Darrell Packer (ph.). And he was getting ready to head
10 out the following day, which was in the wee hours of the morning.
11 He supposedly left around 2:15.

12 Q. Okay. So, you -- he was gone before the fire had occurred,
13 right?

14 A. Well, not -- yeah, just before.

15 Q. Okay, okay. But you knew --

16 A. Within an hour.

17 Q. Okay. So, you saw him on board the vessel that evening,
18 though, before he left?

19 A. To be -- no, not before I -- he was on the boat, yes.

20 Q. Okay.

21 A. He was in his room --

22 Q. Getting ready to go?

23 A. -- getting ready to go.

24 Q. Okay. All right. So, there's four of you guys. So, you
25 come back on the boat. On the diagram there, could you maybe flip

1 to this page?

2 A. Uh-huh.

3 Q. All right. Could you just kind of -- or maybe with one of
4 the Sharpies there, let's do the purple Sharpie, can you just draw
5 a line of where you would enter the boat and what path you would
6 have taken to get on the boat? I know you said you went to the
7 galley, and then your stateroom.

8 MR. HELLER: This is labeled as your stateroom. Is that
9 correct?

10 MR. ROSS: 03 level? Yeah, it's used for (indiscernible).

11 BY LT [REDACTED]

12 Q. Yeah. So, that's 03-1, is the chief's room.

13 A. Okay. So, with this being the same deck, yeah, we come off
14 the dock, we come up into this area here, this being the galley,
15 right? Here. Yeah, we'd be up in here on the main deck, on the
16 ladder. We come on, we go in, and we go up the hallway. Or
17 actually, we come up here.

18 Q. If you want to look at it on the larger drawing, that's fine.

19 A. (Indiscernible). Here's the crane. So, anyway, we come up
20 right here, just inside of this crane.

21 Q. Okay.

22 A. Come up the deck, and went around the offload hatch, and then
23 we'd come down the ladder, and then we would go into this door.

24 No, that's the (indiscernible). So, we come in here, come down,
25 and this would take us to the galley, come down this hallway, and

1 we --

2 Q. Okay.

3 A. -- go in, and go into that door, and into the galley. And

4 then, one of the tables, we sat and had our --

5 Q. Okay. So --

6 A. -- meal.

7 Q. So, you followed down, you came down the hallway, you went

8 into the -- onto the mess deck, or into the kitchen?

9 A. Yeah, into the galley, mess deck.

10 Q. Okay. The galley's actually the kitchen, right? The mess is

11 where the tables are set up.

12 A. I'm sorry. Yes.

13 Q. Okay.

14 A. We came into the mess, yeah.

15 Q. Okay. So, and then you guys sat and had a sandwich there

16 for --

17 A. Yeah.

18 Q. -- what would you say? Fifteen, 20 minutes?

19 A. Yeah, they turned the TV -- I was watching TV.

20 Q. Okay.

21 A. I think it was probably a half hour.

22 Q. Okay. Can you talk us through the mess deck there, what you

23 saw that even is there? What kind of electrical equipment is in

24 the mess deck, and --

25 A. Well, they --

- 1 Q. -- what was the condition?
- 2 A. -- they have a modern machine here --
- 3 Q. Okay.
- 4 A. -- ice and water machine, so you can get a glass of water,
5 which I think I did. And you come into this, into the galley, and
6 then there's a refrigerator here. And then, you have the door
7 going into the dry stores with the chiller --
- 8 Q. Okay.
- 9 A. -- which was online. And then, this is your freezer hold,
10 and the ship's store. And right in here would be your
11 compressors --
- 12 Q. Okay.
- 13 A. -- for the cooler, and they're double-stacked with one for
14 the freezer.
- 15 Q. Okay.
- 16 A. And this was the only thing running. And then, there was the
17 refrigerator just in this part of the galley here running. And
18 then, all of our fry equipment and stuff, whatnot.
- 19 Q. Okay. So, I just kind of want to talk about each room
20 individually, a couple of questions, so --
- 21 A. All right.
- 22 Q. -- you know, in dry stores there, when was the last time you
23 think you were in dry stores?
- 24 A. Probably that day, just, I kind of walk back and do a
25 little --

- 1 Q. Okay.
- 2 A. -- security round there --
- 3 Q. Okay. And --
- 4 A. -- on my shift.
- 5 Q. And what does the dry stores look like? Is it wooden? Is it
6 shelving, wooden shelving? What's it look like?
- 7 A. Oh, yeah. This whole area here if floor-to-ceiling wooden
8 shelves.
- 9 Q. Okay.
- 10 A. And then, a wooden overhead. And it was chuck full, even on
11 the -- you know, all the way back to here, it was boxes on top of
12 boxes, even not in the shelves. But it was, I'd say --
- 13 Q. Okay.
- 14 A. -- 80 percent full.
- 15 Q. Okay. And then, do you know, other than this, the chiller,
16 you know, or the -- the chiller and the freezer equipment in
17 there, is there any other electrical equipment in the dry stores
18 room there?
- 19 A. No, no, just the -- well, there's a cooling fan duct coming
20 in to blow air onto that compressor.
- 21 Q. Okay.
- 22 A. So, that would have been the only -- and that's up in the
23 overhead --
- 24 Q. Okay. And that's --
- 25 A. -- outside of the space.

- 1 Q. That's forced-air ventilation --
- 2 A. Yeah.
- 3 Q. -- in the space? Okay.
- 4 A. Just a little duct fan.
- 5 Q. Okay. And then, I understand that there's a washer and
6 dryer --
- 7 A. Yeah.
- 8 Q. -- in there, as well?
- 9 A. Yeah. That would be right in the corner.
- 10 Q. Right in the corner? Okay. And then, is that -- I mean, in
11 your observations, was that being used during the shipyard period?
12 Had you --
- 13 A. No.
- 14 Q. -- seen anyone use it?
- 15 A. No.
- 16 Q. Okay.
- 17 A. It's strictly for galley use.
- 18 Q. Okay. And then, with that washer/dryer, do you -- is that
19 your crew that is in charge of like cleaning the vents and
20 maintaining --
- 21 A. Yeah.
- 22 Q. -- that system? Okay.
- 23 A. Yeah.
- 24 Q. Do you recall the last time it was -- the vents were --
- 25 A. Well, I think the --

1 Q. Yeah.

2 A. -- electrician mentioned that he'd cleaned it out on his --
3 see, we have rotating electricians, and he may have -- and I think
4 he even mentioned that he had just cleaned that duct on that
5 dryer.

6 Q. Well, in this period here?

7 A. Yes.

8 Q. Okay. He had cleaned that dryer duct? Okay.

9 A. I mean, he wasn't there. I mean, this was -- see, with our
10 rotations, I mean, you have Martin, and then you have Darrell, so
11 it was before Darrell showed up, and -- yeah. So, that would have
12 been a couple of trips prior to me getting on board --

13 Q. Okay.

14 A. -- that that would have been cleaned by him.

15 Q. So, within the previous few months --

16 A. Yes.

17 Q. -- you would say, is accurate?

18 A. Yes, yeah.

19 Q. Okay. So, then, the previous few months that had been
20 cleaned. Do you know, is there a smoke detector or any sort of
21 detection in the dry stores room there?

22 A. Oh, yeah. Oh --

23 Q. Okay.

24 A. -- yes.

25 Q. There's a smoke detector in there? Okay. And then, so, you

1 said the freezer was offline. Was that cleaned out, opened up --

2 A. Yes.

3 Q. -- everything like that?

4 A. The door was open when we --

5 Q. Okay.

6 A. -- actually cleaned.

7 Q. And the chiller was online? Was it fairly full, fairly --

8 A. No.

9 (Crosstalk)

10 A. It had very little.

11 Q. Okay, okay.

12 A. But it was online.

13 Q. All right. So, I guess, then, moving back to the galley

14 there -- or, sorry let me go back, the hatch above dry stores, do

15 you know, was that, do you recall, was that open or closed?

16 A. I believe it was open. It was formerly open. It has a

17 latch. Are you talking about the small truck going into the next

18 space, or not, or the load hatch?

19 Q. From what I understand, we were told the dry starts here.

20 There's marked this loading hatch above --

21 A. Okay.

22 Q. -- there.

23 A. Yeah. That was just, it was on, but I think it had like 3 x

24 4s or something lifting it, and they were running -- they had an

25 exhaust hose (indiscernible) the blowers.

- 1 Q. Okay.
- 2 A. You know, (indiscernible) out the top of it.
- 3 Q. From dry stores up --
- 4 A. Yes.
- 5 Q. -- it was open?
- 6 A. Yeah. They had a sock on the end of the blower that was
7 coming down from the bow thruster space or -- just trying to get
8 rid of that smoky air.
- 9 Q. Smoky air in the dry --
- 10 A. Yeah.
- 11 Q. -- or, from the bow thruster room?
- 12 A. Yes.
- 13 Q. So, what -- so, is that hatch that comes into dry stores
14 there, does that go down to the bow thruster room, or was there
15 smoke in dry stores that they were trying to get out, or what
16 would have -- why would there have been ventilation in the dry
17 stores there?
- 18 A. They're just evacuating it from the bow thruster space, and
19 that was the only -- easiest access to (indiscernible) that air
20 that they were trying to get out of the bow thruster space.
- 21 Q. Okay. So, is there some sort of communication or access
22 between dry stores and the bow thruster space?
- 23 A. Well, you have access, yeah, through the side -- yeah, from
24 here down the stairwell.
- 25 Q. Okay.

- 1 A. And then, you go down into --
- 2 Q. The next one?
- 3 A. -- the next stair.
- 4 MR. FLAHERTY: Yeah, it looks like there's like an exhaust
5 pump next to the chiller.
- 6 BY LT [REDACTED]
- 7 Q. Does the -- oh.
- 8 A. Exhaust pipe?
- 9 Q. Yeah. Is that -- so, this -- is this --
- 10 A. That exhaust truck would be off of her prior in the galley.
11 Wait a minute.
- 12 Q. Is that the forced --
- 13 A. No, that's the bow thruster exhaust.
- 14 Q. Okay.
- 15 A. Yeah.
- 16 Q. So, there is a bow thruster, a separate bow thruster exhaust
17 that just --
- 18 A. Yeah.
- 19 Q. -- goes through dry stores. Is it open to dry stores, as
20 well, though, or --
- 21 A. No.
- 22 Q. Okay.
- 23 A. Not at all.
- 24 Q. So, there's a truck that goes from the bow thruster room
25 straight up to --

1 A. Yeah.

2 Q. Okay.

3 A. The deck.

4 Q. Okay. All right. So, the loading hatch, they would have
5 been using that bow thruster exhaust to clear out that room? And
6 then, also, you're saying, through the loading hatch, they were
7 venting out?

8 A. Yeah. Yeah, they had something going in the bow thruster
9 room using one of those forced blowers exhausting air up through
10 the -- yeah, that's what it appeared to me. I didn't pay a lot of
11 attention to that. I remember stepping over the discharge end of
12 the blower.

13 Q. In dry stores, yeah.

14 A. In the dry stores.

15 Q. Okay. Okay.

16 A. Through the galley into the dry stores. And then, it goes
17 all the way up to --

18 Q. Okay. So, that hose was running up through the galley down
19 to the bow thruster room?

20 A. Yeah. That's just a collapsible hose, right?

21 (Indiscernible).

22 Q. Okay. All right. So, that would mean that the door between
23 dry stores, and the galley, and the passageway down the stairs to
24 the bow thruster room would have all been left open?

25 A. Yes.

1 Q. Okay. All right. All right. So, I think I'm good with dry
2 stores. Any --

3 MR. HELLER: So, the hatch was like propped up with 2 x 4s
4 inside --

5 MR. ROSS: Yeah, the --

6 MR. HELLER: -- hose to make it through?

7 MR. ROSS: Yeah, or just -- yes. But it didn't really go all
8 the way through. We just taped it off up there just enough to get
9 it to go out.

10 MR. HELLER: Okay.

11 MR. ROSS: It was -- it wasn't wide open. It was, you know,
12 through (indiscernible).

13 MR. HELLER: Okay.

14 MR. PETRULAK: And do you know if they left that blower
15 running over night --

16 MR. ROSS: No.

17 MR. PETRULAK: -- or was that shut off?

18 MR. ROSS: It was off.

19 BY LT [REDACTED]

20 Q. All right. So, moving back to the galley, was the galley
21 being used at any point while you were in shoreside here and/or
22 the night that you were, you know.

23 A. Only thing we use in the galley's the microwave.

24 Q. Okay. And that was not -- you weren't using --

25 A. No.

- 1 Q. -- the things? Okay.
- 2 A. No.
- 3 Q. Okay. So, everything else is shut off in there?
- 4 A. Yep.
- 5 Q. Okay.
- 6 A. (Indiscernible) refrigerator, and that was about -- that's
- 7 outside of the dry stores.
- 8 Q. Okay. And there's fire detection and everything in the
- 9 galley, and --
- 10 A. Oh, yeah. (Indiscernible).
- 11 Q. Okay. And then, the mess deck, where you guys sat and ate
- 12 your sandwiches, there's detection in there, as well?
- 13 A. Yes, yes.
- 14 Q. Smoke detection, I'm assuming?
- 15 A. Um-hum.
- 16 Q. Okay. All right. So, you guys had your sandwich, and I
- 17 think we said it was about 8:15 that you finished. You and
- 18 Keegan --
- 19 A. Yeah.
- 20 Q. -- split, and you went up to your stateroom, or where did you
- 21 go next?
- 22 A. No, I went straight to the stateroom.
- 23 Q. Okay. So, you got up to your stateroom about 8:15. Did you
- 24 stay in your stateroom the rest of the night?
- 25 A. Oh, yeah.

1 Q. Okay. And did you go right to bed, or did you stay up for a
2 while?

3 A. No, I stayed up, and I watched a little TV.

4 Q. Okay.

5 A. Sleep.

6 Q. Do you have any estimate of what time you might have fell
7 asleep?

8 A. I went to sleep probably 9:30, 10:00.

9 Q. Okay. So, by -- so, 10:00, once you had -- before you had --
10 by the time you had fallen asleep, before that, you had not
11 noticed anything abnormal?

12 A. No.

13 Q. Nothing out of the ordinary?

14 A. Didn't hear any, you know, alarms in the hallways or
15 anything, and that --

16 Q. Okay.

17 A. At least, I would have picked it up if I --

18 Q. Right.

19 A. -- heard anything at all.

20 Q. (Indiscernible) in your ear?

21 A. Well, well, I was really awake when Rick Brown (ph.) called
22 me a little after 3:00 --

23 Q. Okay.

24 A. -- in the morning; and then, I was like, what?

25 Q. Yeah.

1 A. (Indiscernible) somebody had mentioned smoke coming from the
2 Kodiak. I was like, what? Because, you know, I didn't hear any
3 alarms. And I immediately called Keegan and told him, hey, like,
4 somebody just said we've got a fire on board. And he got up, and
5 I went out of my -- you know, threw my coveralls on real quick,
6 got some shoes, and a flashlight. I went down, and I look, and it
7 maybe just had a haze on my level. And, I mean, I don't know, it
8 wasn't enough.

9 And then, I went down to the 02 level. Now, that level has a
10 couple of possibilities that -- you know, with the washer/dryer
11 room, you know, there's stuff going on there that they -- you
12 know, because we do do laundry, but nobody was doing laundry that
13 I know of, and -- anyway, but I go in there, I inspect that room;
14 nothing. Very little, like I said, a real thin haze of smoke. I
15 went back around and went down the port side, and there's a water
16 heater space where we have three, four water heaters going, and
17 that would have been a, you know, logical place to maybe have, you
18 know, a water heater release from overheating, you know, blowing
19 steam, and that sets off our fire alarms. Nothing back there.
20 And I continued on through, and I wanted to look in that overhead
21 where they had done hot work on that 02 level. And I said, no,
22 that's clear. No smoke down there.

23 And I start going down the stairwell to the 01 level where
24 Keegan was staying, and I go, there's smoke. He goes, yeah,
25 there's smoke coming up from the galley here pretty heavy. I'm

1 like, oh, (indiscernible). I go, look, we've got to get off here.
2 Because by that time, we heard fire engines coming, and they met
3 us. I mean, we didn't even get out of that hallway, and the
4 firemen were right there. Where's the fire? I go, well,
5 obviously, the smoke, you can see it. He goes, okay. And then,
6 he started, you know, barking orders. Give us hose. We need more
7 hose. Where's your fire pump at? Like, this is off the dock.
8 These are the hot, you know, firewatch hoses. I mean -- well,
9 this isn't enough. I need more hose. And then, we just -- I kind
10 of got out of the way, and Keegan went to get another hose to give
11 them another length of hose. While he was doing that, then they
12 had their hoses and their fire team coming on, and they went in,
13 and we just backed off --

14 Q. Okay.

15 A. -- and let them do their job.

16 Q. Okay. So, I guess I'll kind of back up to the start. You
17 got a call. You said, Rick Brown. Who is Rick Brown?

18 A. He's the port engineer.

19 Q. Okay.

20 A. And he got the call from the gate guard.

21 Q. Okay. So, the gate guard called Port Engineer Rick Brown --

22 A. Yeah.

23 Q. -- who called you to say --

24 A. Yeah.

25 Q. -- that there's smoke on the vessel?

- 1 A. Right.
- 2 Q. Okay. So, you get the call that there was smoke on the
3 vessel. At this point, you don't hear any alarms or anything; is
4 that correct? Or do you not recall?
- 5 A. I don't recall.
- 6 Q. Okay, okay. And then, you called Keegan, and you said, then,
7 you went and looked. And on the 03 level, your 03 deck, there was
8 just a slight haze, but --
- 9 A. Yeah, just --
- 10 Q. -- not a big --
- 11 A. -- you know, faint.
- 12 Q. Okay. And then, you went down, and the way you described it,
13 on the 02 level --
- 14 (Crosstalk)
- 15 Q. -- you come down the -- is it the stairwell in the middle
16 right next to storeroom 02-11? Is this the stairwell that you
17 would have come down --
- 18 A. From the 03.
- 19 Q. -- from the 03 deck?
- 20 A. Here's the --
- 21 Q. Okay. So, you came --
- 22 A. Yes.
- 23 Q. -- you came down there; and then, can you just --
- 24 A. Backtracked and went into the laundry room --
- 25 Q. Okay.

1 A. -- opened the door, inspected everything in there, because
2 there an exhaust fan, a continuous exhaust fan, going off in
3 there --

4 Q. Okay.

5 A. -- blowing air out, and nothing there. And I came over here,
6 I went down, I looked at the machinery space, which would be
7 probably the water heaters.

8 Q. Okay.

9 A. And then, all the way up to this room, stateroom; and then,
10 this is where they were doing the hot work.

11 Q. And that's -- so, you -- that stateroom's 02-0?

12 A. Yes.

13 Q. Okay. So, you -- is it safe to say, then, that you covered
14 all areas? I mean, the way you kind of showed that, it looked
15 like you went through --

16 A. Yeah.

17 Q. -- the entire loop of the 02 deck?

18 A. Yep.

19 Q. And you -- specifically, the laundry room, the machinery
20 space, and stateroom 02-0. There was no evidence --

21 A. No evidence --

22 Q. -- of fire?

23 A. -- of fire.

24 Q. And the smoke, was it equally thick on all of the 02 level,
25 or was --

- 1 A. There was just a level -- like I said, just a thin haze.
- 2 Q. Okay.
- 3 A. And, you know, it was so faint, I could -- there was no
- 4 alarms going off --
- 5 Q. Okay.
- 6 A. -- at that time in those areas.
- 7 Q. Okay. So, the 02 deck was just a very thing haze?
- 8 A. (No audible response.)
- 9 Q. Okay. And then, so, then, you completed on that, and you go
- 10 down. Can you point which stairwell would have --
- 11 A. No.
- 12 Q. -- taken you down to the 02 --
- 13 A. No, I went right back to my room and grabbed my stuff.
- 14 Q. Okay, so --
- 15 (Crosstalk)
- 16 Q. So, after you completed on the 02 deck, you went back up to
- 17 the 03 deck?
- 18 A. Yeah.
- 19 Q. Okay.
- 20 A. Grabbed my, you know, phone, wallet --
- 21 Q. Okay.
- 22 A. -- computer, and backpack. Went down, ran down the steps to
- 23 where Keegan was, and I go, and I told him, hey, we've got to --
- 24 this -- there's smoke here. That -- and Keegan was already trying
- 25 to get the hose up into there, but it was just too heavy.

- 1 Q. Okay.
- 2 A. (Indiscernible).
- 3 Q. So, when you come down onto the 01 deck where Keegan is --
- 4 A. Yeah.
- 5 Q. Did you come down that stairwell there right next to the
- 6 mess, or did you come from outside of the vessel --
- 7 A. No, no. Right here.
- 8 Q. Okay. So, you came down on the stairwell that's adjacent to
- 9 the mess, and what did you see when you walked down the stairwell
- 10 and you're getting into the 01 deck?
- 11 A. Smoke.
- 12 Q. Okay.
- 13 A. You know.
- 14 Q. Was it white smoke, back smoke --
- 15 A. Kind of brown.
- 16 Q. Brown smoke? Okay. And then, when you got on the 01 deck,
- 17 could you hear anything, like a crackling of fire --
- 18 A. We heard --
- 19 Q. -- or anything?
- 20 A. -- crackling. Yeah, that's right. I remember that. There
- 21 was some crackling going on up in there.
- 22 Q. Okay. Was it crackling as like, you know, like electrical
- 23 fires kind of crack, or was it more of like a wood, like a bon
- 24 fire cracking?
- 25 A. Yeah, or maybe foam.

- 1 Q. Okay.
- 2 A. You know, that nasty foam that they spray in the overheads --
- 3 Q. Okay.
- 4 A. -- crackling.
- 5 Q. Okay. And could you hear what direction, or could you see
- 6 thicker smoke in any certain direction that would --
- 7 A. Not really. It was just, it was getting heavy enough to
- 8 where, you know, this is bad.
- 9 Q. Okay.
- 10 A. Nothing we could do. The firefighters were coming in --
- 11 Q. Okay.
- 12 A. -- to, you know, get their stuff going, and --
- 13 Q. Okay. So, once you got to the 01 deck, you met up with
- 14 Keegan there. Did you --
- 15 A. Yeah.
- 16 Q. -- try to go forward of the stairwell at all, that stairwell
- 17 that's in line with the aft end of the mess? Did you try to go up
- 18 that hallway towards the galley at all?
- 19 A. No.
- 20 Q. Okay. So, you met Keegan near the stairwell, and then you
- 21 guys went out, went aft on that passageway on the starboard side
- 22 of the vessel there?
- 23 A. Yeah, on the main deck --
- 24 Q. Out to the --
- 25 A. -- and it was --

- 1 Q. -- main deck?
- 2 A. Yeah.
- 3 Q. Okay.
- 4 A. Right there, yeah.
- 5 Q. And once you got out on the main deck, you said Keegan was
6 getting hoses ready?
- 7 A. Yeah. He tried getting one of the hoses off the manifold --
- 8 Q. Okay.
- 9 (Crosstalk)
- 10 Q. And then, what did you do when you got out on the main deck?
- 11 A. I was just helping him pull hose.
- 12 Q. Okay. So, you guys were pulling out hoses on the main deck
13 there; and then, you know, as firefighters coming on, did you
14 leave the vessel at that point?
- 15 A. Pretty much, just --
- 16 Q. Okay.
- 17 A. -- to get out of their way, because they were scrambling --
- 18 Q. Okay.
- 19 (Crosstalk)
- 20 Q. And then, once you got to the pier, can you talk us through,
21 what did you see? Did you see smoke coming out of certain
22 portions of the vessel? Did you see flames anywhere?
- 23 A. Well, a lot of smoke started coming out.
- 24 Q. Okay. Where was it? Was it coming from the bow? Was it
25 coming from the aft end of the house?

- 1 A. To the best of my memory, it was probably up on the bow --
- 2 Q. Okay.
- 3 A. -- you know, like, because over the galley oven, this area in
4 the galley, she has a hotplate, you know, at the top, and she has
5 a ventilation fan that came out, and there was a lot of smoke
6 coming from that duct --
- 7 Q. So, was that --
- 8 A. -- out on the bow.
- 9 Q. -- kind of like the range hood --
- 10 A. Yes.
- 11 Q. -- over the --
- 12 A. The range hood --
- 13 Q. Okay.
- 14 A. -- vent.
- 15 Q. And does that always -- was that on? Was it running? Or was
16 it --
- 17 A. No.
- 18 Q. -- it's just --
- 19 A. No, no.
- 20 Q. But it's just an open --
- 21 A. Yeah, yeah.
- 22 Q. -- vent when it's not running?
- 23 A. Right.
- 24 Q. Okay. So, you saw smoke pouring out of that --
- 25 A. Yes.

1 Q. -- vent. And that vents out to the -- that vents out
2 somewhere up here?

3 A. Right back here.

4 Q. Okay. So, that center --

5 A. Yep, and I think it's right there in the mid- --

6 Q. Okay.

7 (Crosstalk)

8 Q. Center of the 03 deck.

9 A. Yes.

10 Q. Okay. So, you saw smoke pouring out there. Could you see,
11 was it that same brown smoke, was it white smoke, black smoke --

12 A. (Indiscernible) white and brown.

13 Q. Okay. All right. And then, the firefighters are doing their
14 thing. You stayed on the pier for a while, I'm assuming?

15 A. Yeah. And they mentioned -- I believe he mentioned something
16 that, yeah, that dry storage is pretty well engulfed.

17 Q. Okay.

18 A. You know. And then, that's when the smoke started coming up
19 through that, her air duct there, her vent.

20 Q. So, while you were standing on the pier that evening, did you
21 see flames at any point?

22 A. Eventually, yeah, out in the (indiscernible) like that. And
23 then, this hatch, definitely coming out of that hatch.

24 Q. Smoke or flames coming out of that hatch?

25 A. Both.

1 Q. Okay. Was that that evening you saw flames?

2 A. (Indiscernible).

3 Q. Okay.

4 MR. PETRULAK: That evening. It was 3:00 in the morning.

5 LT [REDACTED] Yeah, 3:00 in the morning. I guess, that
6 morning, yeah, before it had gotten daylight, were you seeing
7 flames already, or was that later on in the day?

8 MR. PETRULAK: Or do you remember?

9 MR. ROSS: I don't think I seen flames; just smoke.

10 BY LT [REDACTED]

11 Q. Okay.

12 A. Just smoke; and then, flames. Flames came a lot later in the
13 day --

14 Q. Okay.

15 A. -- after things really got heated up.

16 Q. Okay. So, it was later in the day before you ever saw
17 flames?

18 A. As far as I can remember.

19 Q. Okay. All right.

20 A. Best of my memory.

21 LT [REDACTED] Okay. All right. Well, I will open it up. I
22 guess that kind of takes us through the timeline here, and I know
23 everybody has a lot of follow-up questions here, so I'll ask if
24 you want to get started?

25 BY MR. PETRULAK:

1 Q. Yeah, just a couple of follow-up points for like as you're
2 moving up. And I know it's hard to remember this. In some ways,
3 it's crazy of us to ask you these many questions. But if you're
4 able to answer it, it's helpful, so I appreciate it. When you
5 first step out of your stateroom, you see a little haze. Was
6 there any smell to that at all?

7 A. Nothing I can remember.

8 Q. Okay. At any point when you came down lower into the deck,
9 as the smoke got thicker, any noticeable --

10 A. Yeah, it was --

11 Q. -- smell?

12 A. Yeah. There was a faint smell of smoke --

13 Q. Okay.

14 A. -- on the 02.

15 Q. Okay. And then, as you're down where it's getting very
16 thick, I mean, are you able to describe at all what you smelled:
17 fuel, lack of fuel, wood, plastic, anything like that?

18 A. No, just the burning.

19 Q. Okay.

20 A. Like something on fire, yeah. It was --

21 Q. Okay.

22 A. -- insulation or whatever.

23 Q. And just to be clear, because we were asking about flames and
24 stuff from the dock, when you were inside the vessel, did you ever
25 see flames at all?

1 A. No flames.

2 Q. And --

3 A. We did hear a crackling, and that was (indiscernible). And
4 then, when Keegan and I were standing there, and we were kind of
5 inching our way down to the galley, and you could hear like, what
6 is it? You hear that? Yeah, that's crackling. That's fire. And
7 then, I go, oh, shit, it's got to be, you know, up in the
8 overhead.

9 Q. Right. Did you ever feel any heat associated with the smoke?

10 A. (No audible response.)

11 Q. All right. Then, as you're down there lower, you didn't hear
12 any alarms or anything at that point?

13 A. No, nothing.

14 Q. Okay. And then, changing gears a little bit, but when you
15 were on your way in, you know, you come in through the gatehouse,
16 was there a guard at the gate when you came through?

17 A. Yeah.

18 Q. Okay. And then, did you see anything like on the approach to
19 the vessel, anything unusual: cars that aren't supposed to here,
20 people, anything strange --

21 A. No.

22 Q. -- at all?

23 A. No, (indiscernible), not that caught my attention.

24 Q. Okay. And then, I think, as far as in the galley or mess
25 space, are there any wall heaters or anything other than the

1 central HVAC stuff, like (indiscernible)?

2 A. Yeah, yeah, yeah. No, no.

3 Q. Nothing like that? Okay. The -- you mentioned that you have
4 a dry dock period coming up, or is there another trip, was there
5 another trip planned, or was the vessel going to go to --

6 A. No, we were going to the dry dock to finish up our ABS
7 inspection where they haul you out --

8 Q. Got you. Okay.

9 A. -- that's just part of the, sort of, shipyard.

10 Q. Okay. And then, in this question, I'm not implying anything.
11 It's a standard thing we ask with all these cases. But you're the
12 chief engineer. Any problems with employees or issues, threats,
13 anything like that?

14 A. No. There's just Keegan and I, and we work (indiscernible).

15 Q. A small group of employees.

16 A. Yeah. Then, we had a new guy that we trained, and --

17 Q. Okay.

18 A. Yeah.

19 Q. And then, all I'm going to say, don't read anything into it,
20 any, I mean, any protests, issues, problems with the public,
21 trespassing, anything like that that you're aware of --

22 A. No.

23 Q. -- in this vessel?

24 A. -- not that I know of.

25 MR. PETRULAK: Okay. That's why I'm (indiscernible). Yep.

1 (Crosstalk)

2 BY MR. PETRULAK:

3 Q. Okay. So, as far as you were talking about that temporary
4 exhaust as that's coming out of there, do they also run like
5 electrical wires down through there around that blower fan, or
6 like as far as like their (indiscernible), like where are they
7 getting power from the ship, and then that was going to be the
8 shower power, or they run their own --

9 A. Yeah.

10 Q. -- plumbing stuff down in through, like generated through
11 like --

12 A. No, they ran it through the hallway.

13 Q. Through the hallways?

14 A. Yeah.

15 Q. Okay.

16 A. That's that hallway there. (Indiscernible) their firehoses,
17 and when they add other electrical, and then welding cords going
18 in through the (indiscernible), and then back into the space
19 there.

20 Q. Got it. And well, since you're (indiscernible) this
21 particular cord, did you notice like maybe the doors like closing
22 on those cables? I know those are pretty heavy doors, and maybe
23 that'd be a potential --

24 A. No.

25 Q. -- pinch point or --

1 A. Because our mess deck was open, you know, to that. It was
2 wide open from the main deck into the galley.

3 Q. Okay.

4 A. And then, all that was hoses and fire main hoses off --

5 Q. Okay.

6 A. -- just outside there, along with some extension cords. And
7 if it was a welding (indiscernible), there's -- well --

8 Q. Yeah, and (indiscernible) is fine. Do you know where they
9 plugged that stuff into? Was it plugged into the ship, or did
10 they run extra cords from the shore to the ship to power their
11 maintenance (indiscernible)?

12 A. No, they had power, welder machines, up either on the dock
13 or --

14 Q. Oh, like, you know --

15 (Crosstalk)

16 Q. -- gas-powered units, whatever?

17 A. No, not gas. It would have been electric.

18 Q. Like -- okay. You mentioned that, obviously, they were doing
19 like a lot of ultrasound testing and stuff with tanks, and they
20 had a lot of the tanks open, right? Do you know if there's any of
21 the tanks that were open are still open right now, or was
22 everything kind of shut off by that time on Friday night?

23 A. No, that -- well, up there where they were doing some of the
24 work on the number two fuel oil tanks, those lids were left open
25 for entry, and the other side was open to -- he did some line

1 gauging on that tank. That -- I don't know if it was that day or
2 not. I can't remember (indiscernible) day or day before that.
3 Yeah, that was left open, as well, that the hatch was left open on
4 the number two's. And they were heavy. And forward of those was
5 the number one fuel tanks, and those were full. And after the
6 number two tanks, the number three tanks were full. And that's it
7 on the fuel.

8 Q. Yeah, and I'm assuming those -- there's ways to cross-tie
9 those tanks so like you can take fuel from one tank and put it --

10 A. Yes.

11 Q. -- into another. Could that -- I mean, I'm assuming all
12 those valves are probably like locked and tagged out
13 (indiscernible). Like, they couldn't accidentally be tripped
14 and --

15 A. Yeah.

16 Q. -- pop open or --

17 A. Yeah. No, they're hand wheels, and they wouldn't be tagged
18 out. They were definitely closed. Yeah.

19 Q. Okay.

20 A. And that's in the bow thruster (indiscernible), right?

21 Q. Yeah. Per se, if there's any chance of one of those valves
22 like leaking through overnight, is there any way that you would
23 know that? Like (indiscernible) indicator would go off or like
24 the tank would just like, per se, (indiscernible) the open hatch.
25 Is there any way you would know that that would happen?

1 A. Well, we have spill containments on every tank, fuel oil
2 spill containments, and they have emergency switch alarms, so that
3 would have gave us an alarm if we had a tank overflowing.

4 Q. That would happen up inside the cabin, though? Like, you
5 wouldn't get an alarm in your --

6 A. No, we get --

7 Q. -- quarters?

8 A. -- an alarm on any of those remote alarm panels. Yeah, that
9 would have been an alarm going off. You'd hear it beeping.

10 Q. Got it.

11 (Crosstalk)

12 Q. And then, that morning, did you -- I couldn't remember, did
13 you say you heard the alarms when you were woken up, or with all
14 the chaos --

15 A. I thought I heard a chirping from like the hall, smoky deck
16 here on, you know, one of the rooms, maybe, going off. I thought
17 I heard one.

18 Q. Sure.

19 A. But I'm not, you know, not 100 percent sure. It was just too
20 much going on --

21 Q. Sure, sure.

22 (Crosstalk)

23 Q. Yeah, and just because you mentioned it, when it's beeping
24 for like a smoke issue or it's beeping because of like, you know,
25 other alarm issues --

1 A. Yes.

2 Q. -- does it make different noises, or is it all the same?

3 A. The smoke alarms through the hallways and bedrooms is a
4 certain alarm. The remote alarm in stations throughout the boat,
5 it was (indiscernible) chirp that you would hear. It's not the
6 same as the, you know, engine --

7 (Crosstalk)

8 Q. And then, you know, for the chirps you think you may have
9 heard, (indiscernible)?

10 A. Yes.

11 Q. Okay. And then, I'm not sure, did -- whenever you first
12 noticed the smoke, did you go down underneath the galley or
13 anywhere near the tanks where, you know, the hot work was done, to
14 verify if any (indiscernible) was coming from down underneath the
15 ship, or --

16 A. No, we didn't --

17 Q. Yeah?

18 A. -- we didn't get time to make it that far.

19 Q. Okay.

20 A. Just because I was on the top level is the only reason I went
21 through to get my suspect areas. Keegan was down below. You
22 know, I called him, and he (indiscernible) we've got smoke here.

23 Q. Yeah.

24 A. This is where it's coming from. Then, you could hear
25 crackling. And then, it was a matter of trying to move forward to

1 get to see where exactly it was; and then, it was just, it was too
2 much.

3 Q. Got it. Yep.

4 A. And fortunately, the fire department was there, and they
5 shooed us out of their way, you know. It's over.

6 MR. PETRULAK: Okay.

7 BY MS. NELSON:

8 Q. I just have some clarifying questions about the hatch that's
9 on the 03 deck, and then the exhaust that was running up into the
10 store, dry stores, from the bow thruster area.

11 A. That's, yes,

12 Q. So --

13 (Crosstalk)

14 Q. -- was the hatch on the 03 deck open to --

15 A. No.

16 Q. -- exhaust that out, or --

17 A. Just propped up in this much.

18 Q. Well, that's on the 03 or the 02?

19 A. That would have been on the --

20 MR. PETRULAK: 03.

21 MR. ROSS: -- 03 deck --

22 BY MS. NELSON:

23 Q. Okay.

24 A. -- it was.

25 Q. And then, it was running through, I guess, the open hatch at

1 the ceiling of the 01?

2 A. Yeah. We just kind of taped it up there so --

3 Q. Okay.

4 A. -- you know, it would vent out that open hatch, the offload
5 hatch for the galley.

6 Q. Okay. Would that have still been in place Friday evening, or
7 would it have been removed when they left work?

8 A. It should have been --

9 Q. Okay. And then, any smoking on board, or designated smoking
10 areas?

11 A. Well, there's not supposed to be any smoking in the
12 staterooms, but --

13 Q. Okay.

14 A. -- the outside, you know, on your 02 deck (indiscernible).
15 But who knows? I'm not a smoker, so --

16 Q. And then, would you know -- so, (indiscernible) shore power,
17 and it's coming in, is it going to one panel, and then
18 transformers, and then out to whatever needs to be energized?

19 A. Yes.

20 Q. And then, do you have specific panels that are -- like, I'm
21 sure you're probably not going to go switch on (indiscernible),
22 right?

23 A. Right.

24 Q. So, is there a specific panel that has the things that are
25 energized?

1 A. Yeah, our main bus down in the engine room. That's tied into
2 that. That main bus has all the specific panels throughout the
3 boat. And then, there are a couple other breaker panels that
4 aren't right off the main bus that are up on the factory level
5 that you can get to. But no, everything was pretty much open.
6 Everything was there.

7 MS. NELSON: All right. Thank you.

8 MR. ROSS: Yeah. Thank you.

9 LT [REDACTED] David, do you have any follow-up questions?

10 MR. FLAHERTY: Yes, thank you.

11 BY MR. FLAHERTY:

12 Q. Hey, Chief (indiscernible). The vent -- the (indiscernible)
13 that was providing -- was exhausting the fumes from the bow
14 thruster space up to the 03 deck; is that correct?

15 A. Yes.

16 Q. What kind of material was that made out of? Did you see?

17 A. Yeah, it's just --

18 Q. That hose?

19 A. -- clear plastic.

20 Q. The hose was clear plastic?

21 A. Yes. And that's collapsible.

22 Q. Was it --

23 A. It's collapsible.

24 Q. Oh.

25 A. Yeah.

1 Q. Okay.

2 A. (Indiscernible).

3 Q. And the -- where was the blower located? Was it in the bow
4 thruster space or the space above it?

5 A. I believe it was in the bow thruster space.

6 Q. And after the welding was done on Friday and the crews were
7 leaving, by chance, did you go down and look into the bow thruster
8 space to see what work was accomplished?

9 A. No, I did not.

10 Q. The hose that went from the blower up to the 03 deck, was
11 there a hose that went from the blower down into the bow thruster
12 room?

13 A. Yes, I believe so, but, you know, I'm not 100 percent,
14 because I just remember stepping over that hose, you know, in the
15 mornings when I got up, and it wasn't running at the time. So --

16 Q. Right.

17 A. -- I'm not 100 percent if they were ventilating a tank down
18 there, trying to pull air out of that number two fuel, starboard
19 number two fuel tank. They may have been trying to exhaust out of
20 that from the cutting they were doing in that tank.

21 Q. You --

22 A. Yeah.

23 Q. Oh, go ahead.

24 A. Yeah, I just didn't go down. I wasn't overseeing that job at
25 all, so that would be something that the yard people would have to

1 answer to. You know, they --

2 Q. Right.

3 A. -- set up all that. I had nothing to do with that. So, to
4 be honest with you --

5 Q. Okay, okay.

6 A. -- I can't answer that question, what they were exhausting.

7 Q. By chance, when you were looking at that hose, what kind of
8 condition was the hose in?

9 A. It was onions, you know. Good enough to metal-heat with it.
10 It's --

11 Q. Was it -- did you notice any maybe holes in the hose at all,
12 or like cracks, or anything where the air was blowing out of?

13 A. No, I did not.

14 Q. All right. Do you know if that area that they were doing
15 welding, the -- there was a certificate for welding down there,
16 right?

17 A. Yes, there should have been, yes.

18 Q. Do you know if they had to provide positive air flow down
19 there?

20 A. I do not know that, no.

21 Q. All right. How do you determine that the fan was exhausting
22 the fumes instead of blowing air down to provide cool, cleaner
23 air?

24 A. Because these type of hoses that you're -- these collapsible
25 hoses, that would be forcing air out. They expand, and they

1 (indiscernible). If you're forcing air in --

2 Q. Oh.

3 A. -- you collapse the hose.

4 Q. Okay.

5 A. Yeah, you don't use it --

6 Q. All right. So, it was definitely exhausting --

7 A. Exhausting.

8 Q. -- then, correct?

9 A. Yes, correct.

10 Q. All right. Was there any wood on the deck of the dry stores,
11 maybe like wood material that they had stuff stacked on so it
12 wasn't directly on the deck?

13 A. Yeah, I believe they had an upper shelf off the deck that
14 they would put their boxes on and store it. A rack, so to speak.

15 Q. All right. Let me just -- I've got to change the -- let's
16 see. Okay. So, let's see. So, the bow thruster where they're
17 doing the work was more on the starboard side. It's listed on my
18 plans as job number one.

19 A. Yeah.

20 Q. Did they have any people in the dry store area or the chiller
21 area checking for, to your knowledge, that the heat from the
22 welding wasn't being transferred through the metal deck?

23 A. I would have to say no to that. Best of my knowledge, that
24 would have been the, yeah, that would have been the

25 (indiscernible). No, again, the transfer, I mean, that's a full

1 deck below the galley. It was (indiscernible) flush. Those are
2 pretty deep tags, you know, almost 20 feet deep, and they're
3 working --

4 Q. So --

5 A. -- on the very bottom of it.

6 Q. All right. So, they're at the bottom of the -- inside the
7 tank in the bottom?

8 A. Correct.

9 MR. FLAHERTY: All right. All right. That's all the
10 questions I have.

11 BY MR. HELLER:

12 Q. Just given how much discussion there is about this hose, can
13 you help me make sure we all understand, because I think there's a
14 couple of different understandings, of where this hose is running?
15 This is the -- we can do the bigger one, but --

16 A. That's still --

17 Q. -- that's the way I like to draw it, on here, but this is the
18 hatch we're talking about that's --

19 A. Yes. In the galley.

20 Q. It's elevated by a 2 x 4 and the hoses --

21 A. I believe so.

22 Q. -- up there, right. So, then, this goes down all the way to
23 the dry -- through here to the dry stores; is that accurate?

24 A. Yeah, and come through this door --

25 Q. So, the hose --

- 1 A. -- through the galley, right here --
- 2 Q. It goes down --
- 3 A. -- from here --
- 4 Q. Okay.
- 5 A. It goes from here, through here, through here, and up through
- 6 that hatch.
- 7 Q. Okay. So --
- 8 A. That stairwell.
- 9 Q. So, it's coming along --
- 10 A. Right at the stairwell.
- 11 Q. Right, yep. I just want to make sure. It's not my
- 12 opinion --
- 13 (Crosstalk)
- 14 Q. Yeah, yeah. Through into here --
- 15 A. Yep.
- 16 Q. -- into the dry stores --
- 17 A. Yep.
- 18 Q. -- up the loading hatch, and not really out, but, you know,
- 19 at the edge of that.
- 20 A. Yeah.
- 21 Q. Is that right?
- 22 A. Yeah, that's right.
- 23 Q. Okay.
- 24 BY CWO [REDACTED]
- 25 Q. And then, if you flip down to this one --

- 1 A. It's like going through, basically, right, that?
- 2 Q. And if you flip to this drawing, this stairwell to the bow
3 thruster room is where we leave off that drawing there, correct?
- 4 A. (No audible response.)
- 5 Q. So, that stairwell there is --
- 6 A. This is (indiscernible), but --
- 7 MR. HELLER: Yeah, no.
- 8 BY LT [REDACTED]
- 9 Q. -- that's a different stairwell? So, where does this --
- 10 A. Okay. The one going down from the galley here --
- 11 Q. Yep.
- 12 A. -- that just puts you into that what I call the change room,
13 or the factory change room.
- 14 Q. Okay.
- 15 A. Yeah.
- 16 Q. So, you go down from the galley to what is labeled here as
17 the main deck.
- 18 A. Main deck. Okay.
- 19 Q. And then, in the main deck, there's another stairway down to
20 the bow thruster room?
- 21 A. Yes.
- 22 Q. So, that hose went from the bow thruster room up the ladder
23 well to the main deck --
- 24 (Crosstalk)
- 25 Q. -- up the ladder --

1 A. Okay. Stop there. I cannot tell you where that blower was
2 set --

3 MR. HELLER: Got you.

4 LT [REDACTED] Okay.

5 MR. ROSS: -- whether it was over in the number two tank,
6 which would make more sense to me to exhaust the aft out on its,
7 you know --

8 MR. HELLER: Right.

9 MR. FLAHERTY: All right.

10 (Crosstalk)

11 MR. FLAHERTY: That hose went pretty far. That hose --

12 MR. ROSS: -- 400 feet, yes.

13 MR. HELLER: But, so, this portion of -- and I don't want
14 to -- like, if you don't know exactly where it was on the lower
15 portion, we'll --

16 MR. ROSS: Yeah.

17 MR. HELLER: -- ask someone else, but this portion that I've
18 drawn, you've seen that part of the hose?

19 MR. ROSS: Yes.

20 BY LT [REDACTED]

21 Q. Okay. And it's accurate that below -- I'm not talking about
22 the hose now, but just below the galley -- so, you have the
23 galley. Below it, you have the main deck with the change room.

24 A. Yes.

25 Q. And then, below that, again, is the --

1 (Crosstalk)

2 Q. -- bow thruster room with the fuel tanks where the work
3 was --

4 A. Yes.

5 Q. -- being conducted?

6 A. -- yeah.

7 Q. Okay.

8 A. Yeah, they --

9 Q. Okay.

10 A. -- were cutting in there. So, I don't know --

11 MR. FLAHERTY: Yeah. I'm so sorry --

12 MR. ROSS: -- where that fan was positioned, whether it was
13 in the bow thruster --

14 MR. HELLER: Sure.

15 BY LT [REDACTED]

16 Q. Right.

17 A. -- or it was just over that number two tank.

18 Q. Correct. Yeah, I'm just talking about arrangements. Like,
19 from --

20 A. Yeah.

21 Q. -- from where that work was being conducted, it was --
22 two decks above it is the galley and dry stores?

23 A. Yes, for sure.

24 Q. Okay.

25 A. Yeah, yeah.

1 Q. Okay.

2 A. Near the bottom --

3 MR. FLAHERTY: Just to clarify the location of the fan, was
4 it in the dry stores area?

5 MR. ROSS: No.

6 MR. HELLER: No.

7 MR. FLAHERTY: It was in the galley?

8 MR. ROSS: No.

9 MR. HELLER: No.

10 LT [REDACTED] David, he said that he doesn't know where the
11 fan was.

12 MR. FLAHERTY: Oh.

13 MR. HELLER: But it was --

14 LT [REDACTED] But it was --

15 MR. FLAHERTY: Okay.

16 LT [REDACTED] -- two decks down from there.

17 MR. HELLER: It was below the -- it was somewhere below the
18 02 deck.

19 MR. ROSS: Yeah.

20 MR. HELLER: It was lower than that. The portion of the hose
21 that we drew is all just exhaust hose.

22 MR. PETRULAK: Yes.

23 MR. HELLER: There's not a fan included in that.

24 MR. PETRULAK: Right.

25 MR. FLAHERTY: All right. So, that'll be something. We need

1 to find out where that fan was.

2 BY MR. FLAHERTY:

3 Q. Were there any lights, staging lights, in that area, too? I
4 mean -- or were they just using the lights from the ship?

5 A. No, they were just using ship's lights.

6 Q. All right. Oh, one last thing. Do you know if, in the store
7 rooms, dry store rooms, did they keep any cooking oil, any
8 charcoal, anything other than cans and food products?

9 A. I believe they would have had some cooking oil, yes, for the
10 deep fryers, in 5-gallon jugs.

11 Q. All right, but --

12 A. Yeah.

13 Q. -- at any -- and by chance, because I know some folks will
14 have a cookout, was there any charcoal stored in that area?

15 A. No, not to my knowledge.

16 MR. FLAHERTY: Okay.

17 LT [REDACTED]: [REDACTED], any questions?

18 BY CWO [REDACTED]

19 Q. The -- were there any self-closure devices on those doors in
20 the galley/dry stores? Were they propped open, or were they
21 hooked open, do you know?

22 A. I believe they would be open.

23 Q. Hooked open? Do those doors self-close if they're not?

24 A. Yes.

25 Q. Okay.

1 A. (Indiscernible).

2 CWO [REDACTED] All right.

3 MR. HELLER: The last time you went into the mess, and ate
4 your sandwich, and all that stuff, the doors were all open?

5 (Crosstalk)

6 BY CWO [REDACTED]

7 Q. Okay. Your assistant stated that you guys went back on the
8 vessel after the fire department came?

9 A. Well, we --

10 MR. PETRULAK: To their ballasting.

11 MR. ROSS: Oh, yes, yes, we did some ballasting work,
12 correct.

13 BY CWO [REDACTED]

14 Q. Okay.

15 A. Because the power went out, the onshore power, and after, you
16 know, several hours, six, I don't know how many hours it was
17 later, but they asked, you know, do you have a way to turn the
18 boat? And I go, well, I don't have shore power, but I can start a
19 generator and get power, you know, the power (indiscernible) on
20 the ship, and do it that way. So, I did that. I mean, I stripped
21 the board of anything going (indiscernible) before I put the
22 ship's power back on just for, you know, safety precautions for
23 them. And I went ahead and got the generator up and online, and
24 we were able to transfer water to bring the boat back to level
25 maybe three times for them.

1 Q. Okay.

2 A. But it progressively -- you know, they were putting a lot of
3 water, I mean a lot of water on the boat, (indiscernible). So, I
4 was able to go down there three different times; and the fourth
5 time, we went to try, but it shorted out the pumps from them,
6 because the wheelhouse -- we call it our rapid ballast system, and
7 they have control of that up there. But once those controls were
8 taken out, that disabled my ability to transfer the water anymore.

9 Q. Okay. Did the fire department ask you guys to secure any
10 power up to that forward area so they could fight the fire?

11 A. No, because the power was off. You know, the shore power had
12 tripped. We didn't have any power in the ship.

13 Q. So, did -- how did the shore power get turned off? Do you
14 know if they turned it off?

15 A. No, I think it just tripped (indiscernible). Yeah, no,
16 they -- I see where you're going with that, but no, I did -- they
17 did not ask to shut anything off. I just assumed that it was --
18 it probably had tripped.

19 Q. When they started?

20 A. When they started, yeah.

21 Q. So, that's -- you know what I'm saying, you're spraying --

22 A. Yes.

23 Q. -- water on electrical --

24 A. Electrical.

25 (Crosstalk)

- 1 A. Yeah.
- 2 Q. -- and that, so --
- 3 A. Right.
- 4 Q. So, you have no idea how the power tripped off, if they shut
5 it off or what. They just said, hey, we need this, and then --
6 so, for abundance of safety, when you energize the generator, you
7 dump the load all at forward, so we're -- what we're talking
8 about --
- 9 A. Yeah.
- 10 Q. -- we're not --
- 11 A. -- aft.
- 12 Q. -- we're not, you know, electrocuting firefighters.
- 13 A. Exactly.
- 14 Q. Would it be -- that's speculation. Never mind. So, that one
15 connection, do you know where the connection is? Just because
16 you're the chief, you know, you get pretty intimate with the
17 vessels. Do you know where that connection is from the bridge
18 down? Where does that connect to the engine room for your
19 ballast? Do you have any -- is that up in that dry stores or
20 anything like that?
- 21 A. No, not that I -- I mean, I --
- 22 Q. I don't know if you're that --
- 23 A. No, I --
- 24 Q. -- intimate with the electrical --
- 25 A. No.

1 Q. -- or not. If you're not, then --

2 A. No, that's the wireway, obviously, from the engine room all
3 the way to the wheelhouse, and what trail it took through
4 different levels of the boat to get there --

5 Q. Yeah.

6 A. -- it probably got into -- you know. But yeah. So, yeah,
7 I'm not sure, because like I said, we lost the shore power, and
8 that would have been -- I wish I knew what time or what part of
9 the -- when the fire started that we lost our shore power, because
10 the boat was, you know, lighted, fully lighted. We had power at
11 0315 or whatever, and I was (indiscernible) power.

12 Q. Okay.

13 A. But when I went down to transfer water, we had no -- we
14 didn't have shore power anymore, and the only thing we were
15 working off of was our battery-operated lighting --

16 Q. Okay, sir.

17 A. -- which is pretty good. I mean, you almost can't tell that
18 you blacked out with all your battery power lighting --

19 Q. Your emergency lighting?

20 A. -- emergency lighting --

21 Q. Yep.

22 A. -- yes.

23 Q. Okay. And so, the fire department, when they came on, and
24 running hoses, and all that, you don't --

25 (Crosstalk)

1 Q. -- ask him about --

2 A. -- power.

3 Q. -- turning the power, or shore power, or anything like that?

4 Okay. It just kind of came to me when you said that you lost
5 power, and they're out there spraying water, so --

6 A. Yeah.

7 CWO [REDACTED] Okay. I think, yep, I'm good.

8 LT [REDACTED] All right. Any final follow-ups?

9 BY MR. ALTENBRUN:

10 Q. Well, just because I'm not exactly a ship guy, when you say
11 you have to turn the generator on, and you went down, you actually
12 went down physically to the generator itself to turn that on, or
13 you did that remotely from up top?

14 A. No, no. We have to go down to our engine room.

15 Q. Yeah.

16 A. From the main panel, there's what they call (indiscernible)
17 starters, where we just tap a button to turn it on. And then, you
18 the air starter. Has an air starter that automatically starts.

19 Q. Yeah. So, you have a stored-air --

20 A. Yes.

21 Q. -- tank, and that, yeah, does all that?

22 A. Well, actually, we didn't have a stored-air tank. We were
23 running off of the dock air compressor, which we had to turn on to
24 be able to start --

25 Q. Got it.

- 1 A. We did have a battery -- one of them is set up with battery-
- 2 operated for real emergencies, but we just opted to use the --
- 3 Q. Yeah.
- 4 A. -- yeah.
- 5 Q. Because it was still working?
- 6 A. I was able to get it going, so --
- 7 Q. And then, as far as to do the ballast section of that, is
- 8 that also done from the engine room?
- 9 A. Yes.
- 10 Q. Got it. And that's just manually opening and closing valves
- 11 or --
- 12 A. No.
- 13 Q. -- just using the generator to --
- 14 A. They're actually --
- 15 Q. -- they're operating off --
- 16 A. They were operated --
- 17 Q. -- the generator?
- 18 (Crosstalk)
- 19 Q. Got it. And I assume there's no manual way to do that, that
- 20 it'd have to all be through the air --
- 21 A. Yeah, it'd be manual by gravity. I mean, you just, you open
- 22 a valve, and then you manually open the air valve to whichever
- 23 tank you want it to allow the water --
- 24 Q. Okay.
- 25 A. -- flow that way. that way. A lot of less velocity, but

1 yeah.

2 MR. ALTENBRUN: Yeah.

3 CWO [REDACTED] Okay?

4 MR. ALTENBRUN: Yeah.

5 BY CWO [REDACTED]

6 Q. I'm pretty sure I know the answer, but I've got to ask it.
7 When you guys left, did you secure that generator, or did you
8 leave it running?

9 A. Oh, no, no. You mean --

10 Q. The generator -- when you shifted the shore -- ship's --

11 A. No, no.

12 Q. -- power --

13 A. I shut it off every time.

14 Q. Okay.

15 A. Yeah, I (indiscernible). I just wanted it on long enough;
16 and then, that killed the power to the ship --

17 Q. Okay.

18 A. -- throughout, yeah, everything.

19 CWO [REDACTED] Okay.

20 MR. ROSS: David, any final follow-ups from you?

21 MR. FLAHERTY: No, I'm good, thank you.

22 LT [REDACTED]: Okay.

23 BY MR. PETRULAK:

24 Q. I think the only other thing is, did you take any photos at
25 any point of the fire or the early stages of the fire or smoke,

1 or --

2 A. We have like --

3 Q. -- later on?

4 A. -- gate one, gate two.

5 Q. But not within a few --

6 A. No --

7 Q. -- minutes of --

8 A. No.

9 (Crosstalk)

10 A. -- early.

11 MR. PETRULAK: Well, thank you for your patience.

12 MR. ROSS: Yeah.

13 MR. PETRULAK: I appreciate it.

14 LT [REDACTED] All right. Well, we're going to conclude the
15 audio recording of this. The time is 4:52 p.m.

16 (Whereupon, at 4:52 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
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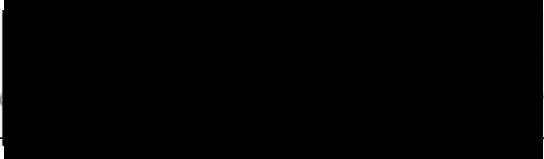
IN THE MATTER OF: FIRE ABOARD *KODIAK ENTERPRISE*
NEAR TACOMA, WASHINGTON
ON APRIL 10, 2023
Interview of Steven Ross

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.



Transcriber