

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: RICK BROWN, Director of Marine Engineering
Trident Seafoods

Trident Seafoods Facilities
Tacoma, Washington

Thursday,
April 20, 2023

APPEARANCES:

CWO [REDACTED] [REDACTED], Investigating Officer
United States Coast Guard

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

CAPT DAVID FLAHERTY, [REDACTED] Investigator in Charge
National Transportation Safety Board

LARRY ALTENBRUN, Attorney
Nicoll Black & Feig
(On behalf of Trident Seafoods)

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I N T E R V I E W

(11:06 a.m.)

1
2
3 CWO [REDACTED]: This is Chief Warrant Officer [REDACTED] with US
4 Coast Guard. The date is April 20th; the time is 11:06. My last
5 name is spelled [REDACTED]. We are at Trident facilities
6 investigating the fire on board the *Kodiak Enterprise*.

7 In the room I have --

8 SA HELLER: My name is Greg Heller. I'm an ATF special agent
9 assisting with the fire investigation. My last name is spelled H-
10 e-l-l-e-r.

11 MR. BROWN: My name is Rick Brown; full given name Richard J.
12 Brown, Jr. I'm the director of marine engineering at -- for
13 Trident Seafoods.

14 MR. ALTENBRUN: Spell your last name.

15 MR. BROWN: Last name is spelled Brown, B-r-o-w-n.

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

18 CWO [REDACTED] And on the phone we have?

19 CAPT FLAHERTY: David Flaherty. Last name is spelled
20 F-l-a-h-e-r-t-y. I'm the investigator in charge for the National
21 Transportation Safety Board.

INTERVIEW OF RICK BROWN

22
23 BY CWO [REDACTED]

24 Q. All right, Rick. So how long have you been with Trident?

25 A. Since 2004.

1 Q. 2004. Okay. And in the position that you're at?

2 A. Position I'm at, since April of 2021.

3 Q. And just so I know, so the director of marine engineering,
4 you oversee all the docksides or how does that work? What do you
5 do?

6 A. In general terms, I oversee the port engineering teams that
7 manage the projects for dockside repairs, dry docking, the general
8 operations and repair and maintenance, management of those
9 activities.

10 CWO [REDACTED]: Okay. All right. So I'll kick it off to you.

11 BY SA HELLER:

12 Q. Yeah. I just have some general questions similar to what we
13 talked about on previous investigations. But so you're sort of --
14 are you the highest ranking person at this facility or is there a
15 more --

16 A. I no longer have any management role at this facility. I've
17 been (indiscernible) dotted line for a lot of the years I've been
18 here with Trident. But with my new role, I'm back to my roots
19 with engineering.

20 Q. Okay.

21 A. So --

22 Q. Yeah. Okay. So for this particular vessel the layers of
23 sort work on it, you have your welders, and then the supervisors,
24 and then the port engineer, and then those people would report to
25 you? Is that --

- 1 A. The port engineer reports to me.
- 2 Q. Port engineer will report to you.
- 3 A. Yeah, Kyle Duncan in this case.
- 4 Q. Got it. Okay. Some of the questions I have are fairly
5 general. In relation to this vessel, the *Kodiak Enterprise*, are
6 you aware of any ongoing issues, recent employment terminations,
7 recent firing or recent, you know, threats made to the vessel,
8 threats to the facility, anything along those lines that could be
9 relevant to this investigation?
- 10 A. No.
- 11 Q. No problems like that. The security of the facility, who
12 would that fall under, like the management of -- the fact that
13 there's gates and guards and all that kind of stuff?
- 14 A. Ed Ashley with facility operations.
- 15 Q. Facility operations. Okay. But in general terms, it's a
16 secured facility 24 hours a day with a guard posted at the gate;
17 is that accurate?
- 18 A. Yes, to the best of my knowledge. I mean, (indiscernible).
19 SA HELLER: Okay. All right. I think we (indiscernible).
- 20 BY CWO [REDACTED]
- 21 Q. So what I've been told is the guard that was on duty that day
22 contacted you about smoke coming from the vessel?
- 23 A. Yes. The --
- 24 Q. Go ahead.
- 25 A. Yeah, the first -- actually, Ed Ashley called and left me a

1 message and the guard, and right on top of that I think I called
2 the guard back first. But, so anyway, I got calls from both
3 individuals. The guard, as I recall, called Ed, called me, as
4 soon as there was a report of smoke on the *Kodiak Enterprise*. And
5 I don't recall who else he called, but I did receive a call direct
6 from him.

7 Q. Okay. And then when we were interviewing the chief engineer
8 on board, he said that he got a call from you; is that correct?

9 A. That is correct, yeah.

10 Q. And stating that there was smoke coming from the fire -- or
11 smoke coming from the vessel, sorry, not the fire. Is that what
12 you passed to the chief?

13 A. My first call, because I knew the chief was on board, was to
14 the chief. When I heard the report of smoke, I asked the guard if
15 he had contacted anybody on the boat. He said no. I said I'll
16 take care of it. I have the chief's number in my phone.
17 Immediately called him, told him that there was a report of smoke
18 and get up and wake up the other boys that were on it.

19 Q. Okay.

20 SA HELLER: Was that pretty much immediate? Like how much
21 time would you say passed?

22 MR. BROWN: I don't recall the exact time, you know, but as
23 soon as I hung up from the guard, I called the chief. That was my
24 first priority. You know, within a minute. I didn't hesitate.

25 SA HELLER: And then did you come down to the facility?

1 MR. BROWN: Then I got in my car -- I live in Gig Harbor.
2 I'm about roughly 25 minutes away. So I immediately got in my car
3 and came this way.

4 BY CWO [REDACTED]

5 Q. So approximate time of when you got in your car -- I mean, do
6 you got approximate time of the phone call from the guard?

7 A. Around 3:20-ish.

8 Q. Okay. And then what time did you -- so 25 minutes -- well,
9 probably a little longer than that to get dressed and stuff like
10 that, but what time do you think you were here?

11 A. I mean, probably -- you can check at the guard shack, but I
12 think I got here around 3:40, as an estimate.

13 Q. Okay. All right.

14 BY SA HELLER:

15 Q. And then I understand you have some photos of things from
16 that morning to show us; is that --

17 A. Yeah. You ready to go over those?

18 SA HELLER: Yep. I was interested --

19 CWO [REDACTED]: Yeah. Yeah.

20 SA HELLER: -- sort of what you saw in the photographed and
21 --

22 MR. BROWN: So it started with Larry sharing with me a photo
23 of the bow there around I think at -- anyway, about 3 -- a little
24 after 4. And I don't have that photo here, but that photo
25 prompted me to kind of take a look at things and --

1 BY SA HELLER:

2 Q. Is that the one with the --

3 A. With the flames coming out of that pipe.

4 Q. Yeah.

5 A. So, you know, I wanted to kind of just confirm from ship's
6 drawings and pulling up some of the photos that we had to figure
7 out what, you know, what was that doing, was that a vent or
8 whatever? So what --

9 Q. And just to be clear, did you actually see this or just --
10 you just saw the photo of that pipe?

11 A. I just saw a photo, yeah. But I wanted to, you know, kind of
12 research it. So here's another angle for you guys of the bow
13 area. So, you know, that line locker roughly runs -- you know,
14 pretty small area, but right across here and that's the only door
15 into it. And then down below, of course, there is a round hatch
16 that goes down into the dry stores.

17 So what I figured out was --

18 CWO [REDACTED] Just for the recording real quick, yeah, Rick --
19 and to David, the vent that we're talking about, it looks like
20 it's a plain stainless steel or aluminum vent at the port side of
21 the forward, I guess, mast --

22 MR. BROWN: Light mast.

23 CWO [REDACTED] -- light mast, and also has the exhaust for the
24 bow thruster that comes out of that on the stern side. So that
25 would be -- I think that is considered the 02 or 03 deck?

1 MR. BROWN: Probably 03, I think.

2 CWO [REDACTED]: 03 deck?

3 CAPT FLAHERTY: I'll be reviewing the photographs when I have
4 the transcripts and stuff, so --

5 CWO [REDACTED] Sure. But I just wanted to kind point where
6 everybody's looking at.

7 MR. BROWN: This is the 03 deck level.

8 BY CWO [REDACTED]:

9 Q. The 03 deck. And that's where the -- on -- if we could put
10 this paper here real quick on these -- we were provided this by
11 Kyle.

12 A. Um-hum.

13 Q. And is this the area where job 2 --

14 A. Yeah. Job 2 is right there. Those are the fittings that
15 were removed -- I haven't seen it myself, but as described, these
16 are the two lines that go to the crane from the hydraulic
17 powerpack that's in the line locker. Those are abandoned lines
18 and that's what was cut out of the deck.

19 Q. Okay.

20 A. And those are in the overhead of the stateroom that's just,
21 you know, right underneath there.

22 Q. And it's right there by the hatch to dry stores?

23 A. Correct.

24 Q. Okay.

25 A. So that's --

1 Q. Go ahead. Sorry. A little housekeeping there, Rick, so --

2 A. Yeah. So that is a natural vent from the line locker
3 internally. And here -- and how I determined that was I asked one
4 of the Resolve firefighters -- I think this was taken, when he had
5 time and things were safe -- I believe this was on the 14th of
6 April. I said, can you stick your head in the door there and take
7 a look and see what that pipe does? So he took this picture for
8 me. Todd Duke is the lead manager there. That's what this pipe
9 does, it's a natural vent from the line locker.

10 Right below it here is an exhaust -- the exhaust fan, and
11 that's a -- just a diverter, from the dry stores. So here is a
12 picture of the dry -- a couple pictures just for your reference of
13 the dry stores.

14 Here is the hatch -- this hatch. So that's the opening and
15 then there's the doorway into the galley. So this is open deck
16 here.

17 Here, these pictures were taken by our surveyor when he
18 updated our CV in December of 2021. So this is, you know, pretty
19 recent.

20 Q. Yep.

21 A. So this picture is taken standing like right here looking up
22 along the hull in the dry stores.

23 Q. So that's from the, basically the aft of dry stores looking
24 forward?

25 A. Yeah, you're -- the dryer stack is like right here and you're

1 looking up, and then he took another picture looking back, and
2 then there's a set of shelves here. And I don't have another
3 picture here, but then next to this scuttle is another space and
4 we have the doors into the two walk-ins. Okay. When you look at
5 the print here.

6 So, yeah, the -- so you have that set of, you know, shelves.
7 This isn't complete because that washer stack -- washer/dryer is
8 actually in that corner. And then, of course, your -- that round
9 scuttle to go up into the line locker is tucked in over here.

10 Q. On that starboard side?

11 A. Right in here in that cutout, yeah.

12 Q. Okay.

13 A. Yeah. So that's sort of the downstairs, like I said. So
14 ventilation for that space is really what I wanted to kind of get
15 my head around. And that's what -- so when you're looking --
16 standing in the dry stores looking up, this is open, which it was
17 at the time of the fire, I've been told. It's closed in this
18 picture because Todd Duke told me his -- one of his firefighters
19 had closed it. He said make sure you note that we closed that,
20 so -- when he gave me that picture.

21 BY SA HELLER:

22 Q. So this -- just because I -- just to orient myself.

23 A. Yeah.

24 Q. So this comes up into here and then you would be able to vent
25 into --

1 A. Yeah. No, separate that. So the supply and exhaust for the
2 dry stores is this fan and this fan, and this fan is drawing from
3 this mast.

4 Q. The mast. Okay.

5 A. Those louvers feed this supply fan that you can see -- you
6 don't see it in this picture --

7 Q. Yeah.

8 A. -- but that's the supply fan, that's the fan there that feeds
9 the air down.

10 Q. Okay.

11 A. And that duct work is right over top of those in that area
12 around the compressors for the chiller and the freezer.

13 Q. Would that fan be running under normal circumstances or you
14 have to toggle it on and off?

15 A. So the ship's electrician was not on board, but he happened
16 to stop by a couple days ago. He was on his way to Arizona on
17 vacation and -- Marvin is his name -- and I asked him. He
18 verified for me directions, too. I wanted to make sure I
19 understood that and how do they run. So they were likely running.
20 The chief didn't confirm that, but they normally run. They're on
21 their own power supply with a thyristor that controls the speed
22 and they just, according to the electrician, the chief
23 electrician, they always leave it at high. So those galley
24 refrigeration units run hot, that's why this was added years ago
25 to keep the dry stores cool because of the heat generating from

1 those two compressor units, the one for the freezer -- walk-in
2 freezer, and the one for the walk-in chiller.

3 So, you know -- and I think I asked the chief this too after
4 we kind of figured this out and I talked to Martin, that, you
5 know, were they running, and he said, yeah, they don't normally --
6 there's no routine for turning them off. So they had the chiller
7 running; the freezer was turned off. So likely, these two fans
8 were running at the time. And this hatch was open. So --

9 Q. So, and I'm not quite as much a ship person as the rest of
10 you guys, but so the intake is port --

11 A. This is the bow thruster engine exhaust.

12 Q. Okay.

13 A. It's a separate pipe. This drum --

14 Q. Got it. Oh, I see. Okay.

15 A. Yeah. So, and that's got a fire damper on it. This fan
16 here --

17 Q. Brings the air down.

18 A. -- suck the air through these louvers that feed down to the
19 dry stores. And this is the exhaust, and it just would blow air
20 into this room and then, you know --

21 Q. And this is just a natural vent? There's no further fans
22 and --

23 A. That's a separate vent. I just wanted to -- actually, thanks
24 for bring that up. That's this vent here. And that's also just a
25 natural vent. If you can see this cell phone feeder antenna, the

1 electrician told me he used that to -- so they could put in cell
2 coverage in the staterooms that are down below there a couple
3 years ago. So this is just a natural vent right down into the
4 overhead just like that one is.

5 Q. Gotcha. Okay. So there's not a fan forcing the air out of
6 this?

7 A. No. That's -- that pipe right there is open and there's no
8 fan attached. That's just -- that's the bottom of this where it
9 curls into the room. It just --

10 Q. Gotcha. Okay.

11 A. -- does a 90-degree, yeah. So natural ventilation. This is
12 the exhaust -- and this is typical that I see where they put a
13 diverter there so they just kind of spread the air out instead of
14 just blowing it out. But that's what that plate is.

15 BY CWO [REDACTED]:

16 Q. And what's -- do you know the CFMs on those fans?

17 A. I do not.

18 Q. Okay.

19 A. Do not. I don't know if we have a survey picture that might
20 show us a name plate and we could figure it out.

21 Q. Possible. Yeah, okay.

22 A. But small -- I think these are just 110-volt fans, not, you
23 know, a three-phased, 480, big.

24 Q. Okay.

25 A. But, you know -- but yeah. So I think it's -- my opinion is

1 that highly likely these fans were running, and this hatch was
2 certainly open as well from other reports. But I just wanted to
3 kind of get my head around why were those flames coming out of
4 that pipe possibly.

5 SA HELLER: That's extremely helpful.

6 MR. BROWN: Yeah.

7 BY CWO [REDACTED]

8 Q. And do you know where approximately in dry stores does that
9 supply come in at? Is it -- would it be possibly that, right
10 there, by the washer and dryer?

11 A. So I -- I mean, I could make some guesses. This -- you know,
12 here's some duct work here, and then, like I said, right over top
13 of the condenser units and at the doors there's also some new duct
14 work. And I don't --

15 Q. If you don't know --

16 A. I need a little bit more research to figure out which one,
17 you know, which duct was being fed by which, but --

18 Q. Because that will help ATF out in the investigation and --

19 SA HELLER: Yeah, (indiscernible) model stuff or whatever,
20 that's very helpful.

21 CWO [REDACTED]: Because, you know, and possibly --

22 MR. BROWN: I think I can help with that, is certainly with a
23 couple more, you know --

24 CWO [REDACTED]: Yeah.

25 MR. BROWN: -- looking at some more pictures.

1 CWO [REDACTED]: And if there's -- you know, those fans are on, how
2 much air's pushing into that where -- maybe how fast it would push
3 and move and that. So --

4 SA HELLER: And that would have a dramatic effect on
5 their -- my modeling, so that's really -- that's very helpful.

6 CWO [REDACTED] Yeah. Um-hum.

7 UNIDENTIFIED SPEAKER: Can you also describe the -- your
8 understanding of how the dryer was vented?

9 MR. BROWN: You know, I wish I had that picture with me, too,
10 but I'll describe it. I have the pictures. Right behind this top
11 dryer here is a square -- I'll call it a square little piece of
12 duct, prefab duct that had a filter in it.

13 CWO [REDACTED] Kind of like a lint box?

14 MR. BROWN: Lint box. Perfect. And then on top of that,
15 right by here -- and like I said, I do have a picture -- there is
16 a small inline fan like these guys, a lot smaller. And then a
17 standard dryer hose right behind it that goes behind. And this is
18 what feeds this pipe right here, the white pipe, which is -- I
19 don't remember which number that was on the list here. Is that --

20 UNIDENTIFIED SPEAKER: Job number 4.

21 MR. BROWN: Job 4.

22 CWO [REDACTED] Okay.

23 MR. BROWN: So these -- this dryer stack is what fed this
24 pipe.

25 BY CWO [REDACTED]

1 Q. And that -- just for the recording, it's on the 03 structure
2 that comes down to the 02 where the -- basically on the very --
3 port, forward of that -- the end of the 03 deck, and it's a white
4 pipe in this picture.

5 A. With a ball check on it.

6 Q. With a ball check that's in front of the -- forward of the
7 crane pedestal in this picture and -- sorry, just housekeeping
8 there. And that was job number 4.

9 A. Yeah. So my understanding -- I asked the electrician that,
10 too, what -- how does that run? How do you power it? What's --
11 you know, is it tied into the dryer stack, when they're running,
12 it runs? The understanding I got from Martin was he thinks it was
13 just plugged in -- 110 fan plugged into a receptacle. He doesn't
14 remember that it had a switch, so it probably was running all the
15 time as well.

16 Q. Okay.

17 A. Yeah, small fan. But that's how that was set up, I believe,
18 based on Martin's description to me.

19 Q. Okay. Who -- maybe you can answer this, maybe not. Who
20 would be the person to talk to or maybe just provide us something,
21 if there's documentation, on the last time that that pipe was
22 cleaned out, that lint box was cleaned out? I don't know if
23 there's a maintenance procedure card or something like that that
24 you guys have.

25 A. He -- actually Martin said during A season he cleaned the

1 lint out of the dryers himself. I think the dryers broke down,
2 so -- I don't recall if he told me how far into the lint box he
3 went or -- he might have even mentioned he cleaned some of the
4 section, but I think specifically he told me he had worked on the
5 dryers, cleaned the lint out of them. I don't recall how far he
6 said he went into the lint box or maybe the pipe itself.

7 Q. Okay. We can ask him when we talk to him. But --

8 SA HELLER: When will the A season be, just for --

9 MR. BROWN: January through March. He didn't give me an
10 exact date.

11 SA HELLER: Sure.

12 MR. BROWN: And I don't remember what trips he sailed on the
13 boat. He might've sailed on -- I don't remember, I don't -- yeah.

14 SA HELLER: Sure.

15 MR. ALTENBRUN: And just to be clear, Martin -- there's two
16 electricians. Martin is not the gentleman who left that night --

17 CWO [REDACTED] Oh, okay.

18 MR. ALTENBRUN: He would be --

19 MR. BROWN: Yeah.

20 MR. ALTENBRUN: -- he's the other one. Yeah, that's not --

21 MR. BROWN: Thank you.

22 MR. ALTENBRUN: So the interview we set up is with a Daryl
23 Packer (ph.), who was the gentleman who left the boat the night of
24 the fire. But we can -- we'll track down Martin.

25 SA HELLER: What is Martin's last name?

1 MR. ALTENBRUN: I don't know (indiscernible)

2 MR. BROWN: I'll spell it for you. It's Polish. Wlodarski.

3 So I need to look it up to get it correct.

4 SA HELLER: Common spelling?

5 MR. BROWN: Yeah. First name Martin --

6 MR. ALTENBRUN: But we can certainly arrange an interview
7 with him.

8 MR. BROWN: -- and W-l-o-d-a-r-s-k-i, Wlodarski.

9 SA HELLER: Okay. And he's an electrician. That's extremely
10 -- thank you very much. That's really helpful with these -- can
11 we have these with your markings on them?

12 MR. BROWN: Absolutely.

13 SA HELLER: Is that okay?

14 MR. BROWN: Yeah.

15 SA HELLER: That'll help us keep everything straight.
16 Fantastic.

17 BY SA HELLER:

18 Q. And then my only other questions would be, when you first
19 arrived -- when you got here around 3:40, you said, somewhere in
20 that neighborhood, what was the scenario when you arrived? I
21 assume heavy firefighting already --

22 A. Heavy firefighting. I couldn't tell you how many trucks were
23 here already. It was packed. I immediately went into assisting,
24 and spent hours or asking -- I feel like the first couple days
25 just looking at prints and trying to guide firefighters on the

1 boat to areas so that it was (indiscernible) focused on.

2 Q. And when you got here around 3:40, were you seeing any flames
3 or was it all smoke at that point?

4 A. I don't -- to be honest with you, I don't recall. Yeah.

5 Q. You had days and days of looking at it, I'm sure. So --

6 A. Yeah. The only other call I made that night was the chief
7 engineer on the *Starbound*. Right after I called Steve Ross, I
8 called the chief, Henry Vanderbeek, and asked him to please come
9 over and see if could, you know, assist. And I think, and I don't
10 recall in talking to him afterwards, I don't think he even got on
11 board by then, you know, the chief and that. But I did call Henry
12 as well, just so you know. I knew he was here. I wanted some
13 more help and his experience to come over if he could. You know,
14 not knowing what was going on --

15 CWO [REDACTED] Sure.

16 MR. BROWN: -- I wanted someone else with -- you know, that I
17 knew was here, a guy that would know what to be looking for.

18 BY CWO [REDACTED]:

19 Q. I got a question about the fire alarm system on board that
20 vessel. I don't know if you -- do you know about how it works,
21 doesn't work?

22 A. Can you clarify?

23 Q. Basically the question I have is, so there's an at sea and a
24 in port setting on that. That's what the chief was saying. And
25 their recollection was that they never heard a fire -- an audible

1 alarm and that it only alarms at the control panels. I don't --
2 that's basically what I got. I'm just trying to figure out if
3 that's -- if you know any more information how that works.

4 A. I don't recall, you know, intimately how the configuration of
5 the alarm system was, you know, like layout, where are the
6 annunciators, you know.

7 Q. Yeah, that's -- okay.

8 A. But as far as that goes, the in port -- the auto dialer
9 feature that we've been putting on the boats was on the boat, you
10 know. I think we, as I recall, we had that installed right before
11 the boat was sailing last spring. So last fall we had it active
12 on that boat and it was in use. We used it during the repair
13 season last fall. So, you know, when the boat came in, it was --
14 you have to turn it on, so there's not nuisance alarms when you're
15 at sea. But I can't verify it was turned on. I was working from
16 home until April 5th, so I wasn't here.

17 Q. Okay.

18 A. I was just back a couple days when this occurred, so --

19 MR. ALTENBRUN: What -- this may be the first time that these
20 gentlemen are hearing about the auto dialer feature. Just
21 generally, what is that?

22 MR. BROWN: So generally what -- you know, each -- they're
23 not all identical alarm systems, but what I've been trying to put
24 in place is add the -- add an auto dialer to the alarm system to
25 cover -- on every boat, to cover fire, flooding, maybe some

1 convenience ones, freon leaks. But with the first stop, to try an
2 auto dialer text or -- text or email to our guard shack and then
3 key individuals, you know, myself, the port engineer in charge.
4 So we've been building that system for the last couple years. So
5 that's what the auto dialer is, just a module that ties in the
6 alarm system with a SIM card, (indiscernible) using cell service
7 because we can't -- we're here, satellite might not work,
8 whatever. But that's what -- I've been trying to add that
9 technology to all of our boats. And that was -- we call it an
10 auto dialer, but that's what it is.

11 SA HELLER: Do you know if some sort of message was ever
12 received in this case?

13 MR. BROWN: In this case, no, there's no record of it. I
14 don't recall if -- I think Kyle found a -- from a file the week
15 before, that it activated on -- I don't recall the date, March
16 31st, it sent an email record of an alarm. So it was at least
17 functional at that point, a week or so before, and I wasn't here
18 at the yard at the time.

19 BY CWO [REDACTED]:

20 Q. Okay. And just so, to be clear with everybody, that auto
21 dialer, it doesn't need to be plugged into a power supply on the
22 shore, it's its own system on board the vessel that gets power --

23 A. (Indiscernible) DC power, yeah.

24 Q. Okay. And are those batteries on the bridge or do you know
25 where they're --

1 A. I can't tell you how it was installed. We had a third-party
2 vendor install those. I can't tell you off the top of my head how
3 that was actually set up on that -- in this case for the *Kodiak*.

4 Q. Okay. All right. Yeah, I just wanted to make that clear
5 that it's its own, not a plug into a panel on the pier or anything
6 like that. So -- okay.

7 CWO ██████ I think that's all I have.

8 David, do you have anything?

9 BY MR. FLAHERTY:

10 Q. Oh. Sir, as I understand it, the fire or smoke alarm didn't
11 sound. What do you think happened?

12 A. Are -- sorry. I have to ask a question. We talking about
13 the alarm system or the auto dialer for the, you know -- which one
14 are you asking about, David?

15 Q. The alarm system that would've notified the people on board.

16 A. Yeah. You know, my understanding in just casual conversation
17 with the chief and first, because they were here, you know, with
18 us, was I thought I heard both of them say they could hear the --
19 once they were awake and out in the hallways, I thought they heard
20 the alarm going off, but they hadn't heard it when they were in
21 their room. So that's what I thought I understood.

22 Q. Okay. So the alarm -- just to clarify, the alarm is a
23 general alarm that sounds in the hallway, there's no alarms within
24 each of the staterooms?

25 A. That's what I understand. I believe -- yeah, there was -- I

1 don't think there would've been individual alarms in staterooms.
2 They were out in common areas. But I don't have a map of the boat
3 for that alarm system.

4 Q. All right. Okay. Are there any individual smoke or fire
5 detectors in the staterooms?

6 A. Yes.

7 Q. And would they alarm -- like if a smoke alarm went off in
8 someone's cabin, would that wake the person up? That's --

9 A. I'm going to say I don't think this is a -- this is an older
10 system. I don't believe that every individual alarm had it's own
11 annunciator, you know, for local noise. I don't think so. I
12 think the annunciators were only in common areas, I believe.

13 CAPT FLAHERTY: Okay. That's all. Thank you.

14 By CWO [REDACTED]:

15 Q. Would that information be on this fire control and safety
16 plan, the annunciators and that?

17 A. I'd have to look at it with you to see if it shows fire
18 detectors on it, but --

19 Q. Yeah, well, it's got the key. Here it is. I mean, it's
20 pretty small.

21 A. Yeah.

22 Q. I don't have a big plan, so -- I can't read it. So if we
23 want to confer on a bigger plan, if you guys have it, or via -- I
24 know it was sent electronically. We can look at that at a later
25 time, too. So --

1 A. Yeah. I believe they're on here, but I haven't looked at
2 this in --

3 Q. Sure.

4 A. -- a long time.

5 Q. Yeah. I see a -- like a heat detector, but that's because I
6 know the -- it's hard for me to read and --

7 A. Yeah.

8 Q. So, okay. Well, we'll look at that and see if we have
9 further questions that we can ask on that. Not to waste your time
10 here. Okay.

11 CWO [REDACTED] Anything else? David, you're good?

12 CAPT FLAHERTY: Yeah, I'm good.

13 CWO [REDACTED] Okay. All right. Well, that will conclude the
14 interview. The time is 11:37.

15 (Whereupon, at 11:37 a.m., the interview was concluded.)
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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 Rick Brown

ACCIDENT NO.: DCA23FM026

PLACE: Tacoma, Washington

DATE: April 20, 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.



Kay
Transcriber