

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: DARRYL HACKER, Electrician
Trident Seafoods

Trident Seafoods Facilities
Tacoma, Washington

Thursday,
April 27, 2023

APPEARANCES:

CWO [REDACTED], Investigating Officer
United States Coast Guard

LT [REDACTED], Investigating Officer
United States Coast Guard

BEN ROULEAU, Special Agent
Bureau of Alcohol Tobacco and Firearms

NATHAN PETRULAK, Special Agent
Bureau of Alcohol Tobacco and Firearms

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

(12:02 p.m.)

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2
3 LT [REDACTED]: All right, good morning. The time is 12:01,
4 the date is Thursday, April 27. We're located at Trident
5 Seafood's facility in Tacoma, Washington. We are conducting an
6 interview in relation to the *Kodiak Enterprise*. My name is
7 Lieutenant [REDACTED], I'm an investigator with the U.S.
8 Coast Guard. That's spelled [REDACTED] and in the room
9 with me is --

10 CWO [REDACTED]: Chief Warrant Officer [REDACTED], U.S. Coast
11 Guard, marine investigator, last name is [REDACTED]

12 SA ROULEAU: Ben Rouleau, ATF, electrical engineer. That's
13 B E N R O U L E A U.

14 SA PETRULAK: Special Agent Nathan Petrulak with the Bureau
15 of Alcohol Tobacco and Firearms. Last name's spelled
16 P E T R U L A K.

17 MR. ALTENBRUN: Larry Altenbrun, I'm the attorney for Trident
18 Seafoods. My last name is spelled A L T E N B R U N.

19 LT [REDACTED]: All right --

20 MR. HACKER: I'm sorry, you cut out just for a minute there.
21 We have some very severe weather down here. I don't know if
22 that's affecting this but I lost you for a minute. But go on.

23 LT [REDACTED] All right, if you could just introduce
24 yourself, spell your first and last name, and tell us what your
25 position is.

1 MR. HACKER: Yeah, my name is Darryl B. Hacker,
2 D A R R Y L, middle initial B., Hacker, H A C K E R. I'm an
3 electrician for Trident Seafoods on the *Kodiak Enterprise* .

4 LT [REDACTED] All right, and also joining us virtually is
5 Mr. Flaherty (sic) from NTSB.

6 CAPT FLAHERTY: Hi, my name is David Flaherty. Last name is
7 spelled F L A H E R T Y. I'm the investigator in charge for the
8 National Transportation Safety Board.

9 LT [REDACTED] All right, thank you.

10 Darryl, before we get started, I just want to -- for the
11 record, are you here on your own free will, you're not being
12 coerced into this interview for any reason?

13 MR. HACKER: No, I'm not. I'm here of my own free will.

14 INTERVIEW OF DARRYL HACKER

15 BY LT [REDACTED]

16 Q. All right, thank you. So, I'm just going to get started, ask
17 you a little bit of your background. Could you tell us what your
18 experience is working on vessels throughout your career?

19 A. Yes, I started working in the oil industry around 2002, 2001,
20 somewhere in there, working in the pipeline industry -- offshore
21 pipeline, and then eventually to well intervention, and then
22 drilling. I left the oil industry about 2015 and -- you know, a
23 downturn in the industry. I went into the fishing industry in
24 2015 also, worked for American Seafoods for about six years, I
25 guess. I guess covid related issues and all that, I left American

1 Seafoods and I went to work for North Star Fishing for a short
2 time on that new vessel they had. They wanted me to get a booster
3 shot and I didn't want to take a booster shot, so I left there and
4 then Trident hired me because they didn't require a booster shot.

5 Q. Okay, so when did you begin working for Trident?

6 A. The start of June of last year.

7 Q. Okay, so June of 2022 and what has been your position at
8 Trident since you were hired?

9 A. Electrician.

10 Q. Okay, and were you an electrician on the *Kodiak Enterprise*
11 for the entire time that you've worked for Trident, or have you
12 been on different vessels?

13 A. Yes, I was hired as an electrician and I've worked as an
14 electrician.

15 Q. Okay, and how -- have you been on the *Kodiak Enterprise* for
16 your entire time or have you hopped around vessels?

17 A. When I started as one trip on *The Island* and one trip on *The*
18 *Seattle* and then they had hired me to work on the *Kodiak* and
19 then -- so I went there and that's -- I guess sort of a trial
20 period. They liked my performance, so they asked me to join the
21 crew.

22 Q. Okay, so when about would you say that you started working on
23 the *Kodiak Enterprise*?

24 A. Well, that would be June.

25 Q. June okay, so June is when you started on the *Kodiak*

1 *Enterprise* and how --

2 A. Actually, yeah, we started in May and did the other two trips
3 and I started in June on the *Kodiak*, I'm sorry.

4 Q. Okay, so since June, what's your -- what has your work
5 schedule been, how on and off, how much time have you spent?

6 A. Well, I worked all of last summer, into September, and
7 then -- except for fall hake, the other electrician took over then
8 and finished the last few trips. I came back for winter shipyard,
9 worked about six weeks doing (indiscernible) on the boat and left
10 in December. I came back in the first schedule in February and
11 I've been on the boat until I went home that night.

12 Q. Okay.

13 A. The night of -- yeah.

14 Q. Okay, and then prior to your time with Trident and American
15 Seafoods, when you were in the oil industry, did you do any sort
16 of electrical work or did you get into that field when you entered
17 the fishing industry?

18 A. No, I went into the oil industry until -- a good 15 years and
19 got the oil experience before that. I've been doing electrical
20 work for almost 40 years.

21 Q. Okay.

22 A. Well, no, about 35. So, yeah, I went into that industry as
23 an electrician and I've been an electrician the whole time.

24 Q. Okay, and do you have any certifications as an electrician?

25 A. Well, I had -- when I worked on land a long time ago, I had a

1 Journeyman's license in the State of Texas but didn't get any
2 further certification, no. It wasn't required offshore.

3 Q. Okay. All right, so let's kind of talk about the trip that
4 began in February. While you were underway in February before you
5 came into this shipyard, what were your daily duties like while
6 you were underway as an electrician?

7 A. During fishing?

8 Q. Yes, while you were underway fishing, what were your daily
9 duties like as an electrician?

10 A. Oh, to address any electrical issues on the boat, keep the
11 factory running, keep the engine room running, you know. Anything
12 that came up electric, I'd troubleshoot and repair it.

13 Q. Okay, so during that --

14 A. Ordering materials for upcoming jobs, performing that work,
15 and when I got the materials, you know, upgrades, R&M work. But
16 my main job was to keep that back (indiscernible).

17 Q. Okay, and in --

18 A. (Audio glitch) I'm sorry, I lost you. (Indiscernible).

19 Q. Yeah, I think we got you back.

20 A. Yeah, okay.

21 Q. Okay, so --

22 A. See, we're having some pretty bad weather down here.

23 Q. Understandable, we just appreciate you being here today. So,
24 in that trip that February -- that last trip before you came into
25 the maintenance yard period, do you recall any sort of electrical

1 issues on the vessel? Any major projects that you conducted or
2 any major repairs that you needed to do while you were at sea?

3 A. No, we didn't have anything major going at all. We didn't
4 have any major -- anything major planned for spring shipyard; some
5 small stuff. Nothing had been really -- nothing had been ordered
6 for anything large. Everything was running pretty well. But, you
7 know, we always have some small things we needed addressed. We
8 had a little problem with one of the winches. One of the motors
9 was cutting out occasionally on over current, tripping, basically,
10 and yeah, I was addressing that. I provided a work list of what I
11 was working on to Kyle Dunkin (ph.).

12 I just -- when I came in, I wasn't scheduled again to go out
13 again until -- May 9th would be the next trip and I was planning
14 on going home for some time off. But they asked me if I would
15 stay to bring the ship up to dry dock and I agreed to, I said no
16 problem, and went ahead and worked on small things up until that
17 point. But then the date got pushed back twice and I did want to
18 get some time off, so they told me I could go ahead and go and the
19 other electrician would come and bring the boat up that day.
20 (Indiscernible).

21 Q. Okay, so that -- you mentioned while you guys were underway,
22 you were doing some work on a winch that had some overcurrent
23 issues. Could you tell us which winch that was and where the
24 motor was and everything?

25 A. Yeah, that would be the port side --

1 UNIDENTIFIED SPEAKER: Did we lose him again?

2 MR. HACKER: The port side one, the (indiscernible), the
3 motor dropped -- the motor is located up on the deck, the drive is
4 located just before you go down in the engine room, back where the
5 mechanic shop was. Just in the entrance -- the starboard side
6 entrance into the factory where the drive was for that.

7 BY LT [REDACTED]

8 Q. Okay, so that was one of the aft winches?

9 A. The third wire (ph.) winch is what I'm trying to -- yeah.

10 Q. Okay.

11 A. Yes.

12 Q. All right. Okay, so moving onto the shipyard. When you guys
13 came into shipyard, you said you were doing some -- you know, some
14 kind of odds and ends small work. Can you tell us, particularly,
15 maybe in the weeks leading up to the event, what -- do you recall
16 any specific jobs that you had done?

17 A. Yeah, let me go ahead and refer to my (indiscernible) because
18 I already listed it all for Kyle and just elaborate on it.

19 Q. Perfect.

20 A. Okay, so item number one, repair and replace as needed
21 several (indiscernible). As soon as we got in, ABS had come on
22 board and they walked around, looked at all the beacons and the
23 horns and made sure they were all working. They found three or
24 four that were not and I replaced them or fixed them as needed so
25 that when they came back, we wouldn't have any issues or error.

1 Let's see, after the bow area at factory level, we had a bow
2 tank -- a bow ballast tank, it has float switches in it for
3 different levels and indication. The wiring on that was pretty
4 bad and a couple of float switches were bad, so I worked with one
5 of the mechanics to bring those float switches out, replace them,
6 and I rewired that system.

7 Let's see, yeah, and then this one, number three, inspect
8 contested motor leads and associated dry wiring, lead to an
9 (indiscernible) an issue of over-counteracted tripping of the 12-inch
10 size third wire. So, basically, I opened up the bow propeller,
11 opened up the drive, disconnected the motor leads,
12 (indiscernible), checked for any frayed wiring, anything that
13 might be causing -- I don't think we were really experiencing
14 overpowering. I think we were seeing -- sometimes it was -- the
15 drive is not very smart and they default to a condition
16 that -- they just do the best they can and see what it is. That's
17 not the actual condition that's causing it, so I was trying to
18 locate that condition.

19 We had a problem with the number two bevel detector on the
20 battery and it senses metal in the fish as it goes down, you know,
21 inside of the fish blocks. We had to reset (indiscernible) and
22 one of those was bad and I fixed that and replaced the blowing
23 horn. Our 22 gas detectors in the back, they weren't working. I
24 replaced or fixed those. One of the main things I was working on
25 was the boxilator (ph.) system, we had an issue with that at

1 offload. So, it's a very old system and some of the wiring and
2 cabling was questionable on that and so I went into the control
3 panels, replaced contactors, contact blocks, whatever it took to
4 clean the wiring out. I made an actual VC of -- Microsoft VC
5 drawing of how it was wired for troubleshooting purposes, so next
6 time something happened, we could find out quickly what was wrong
7 with it.

8 Let's see, we had a problem with the battery charger. 24
9 volts -- so, there's 24-volt navigation equipment up on the
10 bridge. I went ahead and aborted one of those and brought that
11 in, I replaced that battery charger and the battery charger had
12 gone -- well, what had happened was during offload, the processors
13 were asked to stack (audio glitch) up underneath the bridge and I
14 guess they were unsupervised and they stacked the (indiscernible)
15 on top of the battery chargers, cut off the air circulation, so
16 one of them overheated. When it happened, it failed and two of
17 the batteries were damaged. I also asked to send new batteries,
18 but those didn't come in on time. They needed to take the boat up
19 to the (indiscernible), so I borrowed the battery from the general
20 alarm and wired it into the other battery for the navigation to
21 create 24 volts so they'd get out.

22 Also, they were putting a new satellite dome on and I needed
23 to orientate that, so I needed a 24 volt for the GPS. Then I went
24 through the factory. All the controls, the -- replaced push
25 buttons, selector switches, (indiscernible) stops, anything that

1 was compromised by the (audio glitch) set for next season,
2 reordering stock for next season. That basically covers it.

3 Q. Okay, thank you. I'm going to follow up on a few of them.
4 You mentioned after the gas detection in the factory, you said
5 that there was a -- did you say a box loading system that had
6 gotten -- that you adjusted the contactors and stuff like that?
7 Can you explain that to us? I don't know if I fully caught that
8 one.

9 A. We have an -- on the offload system, from the cargo hold,
10 which in the bottom of the boxilator that -- it's a
11 hydraulic -- it's run by hydraulic motor. But we have a few stops
12 in different places to -- so I can stop it from different
13 locations and then we have cabling that goes -- we have brass
14 plugs that plug in up on the deck there that go up to the
15 conveyers. So, a lot of that was in bad shape. So, I put a
16 new -- up on the deck box, I put new brass connections, E-stops
17 (ph.), which is three -- two holes, three wires, and then the 440
18 (indiscernible), which is three holes, four wires. I replaced
19 those with some contact (audio glitch). So, just kind of made
20 everything new (audio glitch).

21 LT [REDACTED] We can try to get him on the phone. This
22 is -- we should end this.

23 MR. HACKER: (Audio glitch) -- down to the holes and then I
24 cleaned that up and then there's another box attached to that
25 right by the boxilator in the cargo hold. It has an E-stop and a

1 selector switch for direction of the boxilator. So, yeah, I did
2 quite a bit of work on that system. They didn't have a drawing
3 for us, so I mapped the whole thing out and made a drawing for it.

4 LT [REDACTED] Okay.

5 UNIDENTIFIED SPEAKER: Hey, Darryl?

6 MR. HACKER: Yes?

7 UNIDENTIFIED SPEAKER: I'm going to call you on your cell
8 phone, can you answer this? I'm just going to see if our
9 reception is significantly better via cell phone. So, stay on the
10 Zoom, but answer this cell phone call.

11 MR. HACKER: Okay. Hold on one sec (sic).

12 LT [REDACTED] All right, can you hear us, Darryl?

13 MR. HACKER: Yes, I can.

14 LT [REDACTED] Okay.

15 (Audio echo)

16 MR. HACKER: Maybe I should turn the volume down on the
17 computer and just go ahead and use the phone.

18 LT [REDACTED] Yeah, let's do that.

19 UNIDENTIFIED SPEAKER: Why don't you do that.

20 And David, do you want us to get you in on the speaker phone
21 again?

22 UNIDENTIFIED SPEAKER: He probably can't hear us.

23 CAPT FLAHERTY: Yeah, we can just do that.

24 LT [REDACTED] Okay.

25 Yeah, get you in on that.

1 UNIDENTIFIED SPEAKER: Satisfy yourself with (indiscernible).

2 (Telephone dialing tones)

3 CAPT FLAHERTY: Hello?

4 LT [REDACTED] Hey, David, all right, can you hear us?

5 CAPT FLAHERTY: I can hear you so far, yes.

6 LT [REDACTED] Okay, all right.

7 All right, so we've got everybody on the phone calls here.

8 BY LT [REDACTED]

9 Q. So, thank you for that, Darryl. We just covered the system
10 and the factory. I want to follow up on a few questions with the
11 battery chargers that you mentioned. So, in what ways -- you
12 mentioned that the battery charger became overheated because it
13 was covered up. Could you talk to us -- what it looked like when
14 it failed -- the batteries failed, the chargers failed, was there
15 any sort of damage caused by that overheating? Can you talk to us
16 a little bit about that?

17 A. No, it just -- the battery charger had no air flow, so it
18 just -- I guess it just overheated and failed. It didn't burn up
19 or anything, it just stopped working.

20 Q. Okay, so why then did you need to replace the batteries?
21 Were the batteries damaged?

22 A. Yeah, well, one of them was and it -- I got my battery tester
23 from the shop and did a low test on it, it showed that fail.

24 Q. Okay, but there was no visible damage on the external of the
25 batteries?

1 A. No.

2 Q. Okay, so you said then you removed the batteries and you
3 borrowed batteries from a different vessel and you --

4 A. No, I just slid one of the -- I disconnected the one
5 battery -- there's one battery for the general alarm and then
6 there's a couple other -- there's another 12-volt system -- the
7 general alarm is 12 volt. The navigation is 24 volts, so I
8 disconnected the general alarm, which we weren't using, and slid
9 that battery over and made a 20-volt series -- 24-volt series
10 connection so the GPS would work again -- or the navigation
11 equipment would work again. They had just been putting a -- put a
12 new satellite dome on and they needed to orientate that with the
13 GPS and also, in a few days, they were going to take the boat up
14 to the dry dock and they needed the navigation equipment for that.

15 Q. Okay --

16 A. We had -- I asked for some batteries, but they had some
17 problems -- some people got released from shipping, I guess, and
18 they were shorthanded. So, Kyle told me that he didn't know when
19 he was going to be able to get some batteries, so I just did what
20 was needed to make the boat work.

21 Q. Okay, so you mentioned the general alarm system was not in
22 use. Why was that the case?

23 A. Well, nobody's up there to actually -- you know, it's the
24 captain -- you had a -- if we were going to have an abandon ship
25 or something, he would be up there and, you know, during -- when

1 the boat was crewed and he would pull the general alarm to sound
2 that. Well, we weren't -- we were in dock, we weren't using that
3 system, so I just used that battery.

4 Q. Okay, so is that general alarm system then separate from the
5 smoke detectors and the fire-alarm panel on the vessel?

6 A. That's correct, yes.

7 Q. Okay, so the general alarm system that was disabled was only
8 the physical -- like, the system that has to be physically turned
9 on from the bridge? It was not connected to any automatic alarms?
10 That general alarm wouldn't automatically go off with any sort of
11 other alarms?

12 A. Yeah, that's correct.

13 Q. Okay, so the fire-alarm panels, were they functional?

14 A. Yes.

15 Q. Okay, so we understand -- we've been told there's an at-sea
16 mode and an in-port mode on the fire-alarm panels, are you
17 familiar with that system?

18 A. I don't make that switch, no. I mean, I'm familiar with the
19 fire-alarm system, yes, but I don't switch -- if they switch it
20 over, that's not me that does that.

21 Q. Okay, who would be the person that does that?

22 A. Well, that would be the chief engineer or that would be the
23 captain, more than likely, would do that.

24 Q. Okay. All right, so while you were in port, that fire-alarm
25 system would've been fully functional the entire time?

1 A. Yes.

2 Q. Okay, do you ever recall, in the time that you were in that
3 shipyard period, that fire alarm ever going off? Have you ever
4 heard it go off?

5 A. Yeah, I heard -- we did, yes.

6 Q. Okay, can you talk to me a little bit about the system?
7 Where -- when a smoke alarm is received while you're in port,
8 where does the alarm read out, where does it go, is there visual
9 or just audible alarms? Kind of talk to me about that.

10 A. Yeah, it's a pretty old system. They have a panel on the
11 bridge, they have a panel in the engine room that says what sensor
12 it is. It's not an adjustable system. So, you know, it's pretty
13 old. But it sets off an alarm and they know what zone it is.

14 Q. And where --

15 A. Not --

16 Q. Where does that alarm go to? So, say there's a smoke
17 detector triggered, it goes to the bridge and the engine room
18 panels, can you hear it from the accommodations?

19 A. Yeah, you can hear -- you can -- those fire alarms -- there's
20 ringers everywhere, all over the boat. That's one of the
21 things -- I fixed some of those. It was two in the factory and
22 two in the galley I fixed when ABS came. But there's all --
23 it's also tied into a PLC (ph.) and we have a -- we get an analog
24 signal that it'll tell them on the screen up on the bridge and the
25 engine room which room the -- like, if it's in a cabin, it'll say

1 what cabin it is. So, it's tied into that also.

2 Q. Okay, all right.

3 A. That's not -- that's how they know where the actual -- which
4 sensor it is, through that PLC system.

5 Q. Okay, and have -- in the in-port mode, is the fire alarm
6 fairly loud when it goes off or is it much more quiet because it's
7 in port?

8 A. It's still pretty loud, you know, just like it would be at
9 sea.

10 Q. Okay, and you said that, you know, some of those were -- you
11 had worked on some. You know, those ones, obviously, were not
12 functioning, but do you recall any other fire alarm -- any part of
13 that system that was not functional that had any issues?

14 A. No, because -- like I said, about a week prior to that, when
15 we came in from Alaska, ABS had come on board pretty much right
16 after we got there and they had tested that system. They said
17 what they found wrong with it and I fixed them immediately so that
18 if they came back the next day or whenever they did come back, it
19 would be ready.

20 Q. Okay, and --

21 A. And it was only -- in the factory, it was one audible alarm,
22 and then two of the flashes weren't working, and then up in the
23 galley was -- the dining room, there was one horn that wasn't
24 working and one flasher.

25 Q. Okay, and those -- after you fixed those, you retested the

1 system and the -- like the flasher and the horn in the galley and
2 everything was working?

3 A. The captain was still on board at that time, and I had -- he
4 had a radio and I had a radio and then I called him and then he
5 tested it. He made -- he went ahead and activated it and then I
6 made sure it worked and we put that to bed together, he and I.

7 Q. Okay, and do you recall when you were doing those tests, was
8 that in the at-sea mode or the in-port mode?

9 A. I don't know that.

10 Q. Okay, and also with the system, do you know -- I understand
11 that they were doing hot work and may have taken some smoke
12 detectors down for the hot work, do you know in that system if a
13 specific detector is removed, does the rest of the system remain
14 operational? Or does it shut down on its own or shut down the
15 whole system?

16 A. It's pretty -- as I've said, it's a pretty old system, so it
17 doesn't have -- the system doesn't have the ability to go
18 deactivate a zone. Like the oil -- the drill ships that I worked
19 on and stuff, they would come to me and say, you know, we need to
20 deactivate this certain sensor, or a couple sensors, or a zone,
21 and I would go in there and actually do that on the keypad. This
22 didn't have that capability, so if -- no, the answer to your
23 question is no.

24 Q. So, no, if a single detector is shut off or removed, the rest
25 of the system remains full operational, or it shuts down the rest

1 of the system?

2 A. It's fully operational.

3 Q. Fully operational, okay.

4 A. Oh, wait, we will get an alarm for that sensor in the engine
5 room and on the bridge. It's not a fire alarm, just an audible
6 alarm from the HMI PLC.

7 Q. Okay.

8 A. And -- well, this sensor's not working or there's something
9 wrong with the sensor.

10 Q. Okay, and when you --

11 A. The rest of the system continues to do what it does.

12 Q. Okay, so if you -- you said you get an alarm that potentially
13 a detector has been removed or something. When you silence that
14 alarm, do you silence an individual alarm or is it silencing the
15 whole panel? Or how does it work with silencing alarms?

16 A. Well, on this HMI, well, it's part of the engine alarm
17 system. So, you know, other alarms they have down there like a
18 bilge sensor not working or something in the lower sensor or
19 engine sensor, you would just push the silence button for that,
20 which silences that HMI and that's it, basically. Then it would
21 stay actively in alarm and, you know, it also it'd be entered into
22 the alarm history of the HMI. But once the problem is taken care
23 of, then that alarm would clear itself.

24 Q. Okay, so is there -- for the fire alarms that would
25 potentially go off in port, you said it's entered into the alarm

1 history, would we be able to see all of the fire alarms that went
2 off during this at-port period?

3 A. Yeah, you should. Yes, I would say so, yes.

4 Q. Okay.

5 A. Unless somebody cleared that alarm off or it was -- if it was
6 an issue and then they were fixed or whatever, something manually
7 would have to be done or they're going to remain on the HMI,
8 they're going to remain in the computer, in the PLC.

9 UNIDENTIFIED SPEAKER: (Indiscernible).

10 MR. HACKER: Yes, it would be (indiscernible), yes.

11 LT [REDACTED] Right, yeah, okay. All right, I'm going to
12 pause here and let everyone ask some follow-up questions about
13 what we've covered and then at the completion of that, we will
14 move onto discussing specific dry stores, the galley's equipment,
15 and then what he saw, and everything like that on the night. But
16 we've covered a bunch of information, so I'm going to turn it over
17 to anybody else who has follow-up questions on what we've covered
18 so far.

19 SA PETRULAK: Yeah.

20 BY SA PETRULAK:

21 Q. Hi, Darryl, this is Nathan with ATF. Just a couple of
22 follow-up questions just to make sure I get everything here. I
23 know you touched on your certifications; you said you had
24 something out of Texas. But as far as formal training goes, what
25 kind of formal training have you had to be an electrician?

1 A. None.

2 Q. Okay.

3 A. I taught myself to be an electrician.

4 Q. Okay, got that, and then as far as your work schedule, what
5 is your actual work schedule during the day? Did you have
6 somebody you'd switch on and off with during the day and nighttime
7 or how would that normally work for you while you're here on dock?

8 A. On dock, I'd work 6:00 to 6:00 and then pretty much
9 everything would shut down at that point.

10 Q. Okay, so you're the only electrician on board then?

11 A. Yes, and even when we're fishing, I'm the only electrician on
12 board.

13 Q. Got that, so no back up?

14 A. No, if something happens during the night, they just -- you
15 know, if something needs to be fixed, they just call me, I get out
16 of bed, and go fix it.

17 Q. Got that. As far as known problems go, did you, at any point
18 in time, see or notice anything that would indicate any fire
19 potential as far as leaks, something shorting out, smells?

20 A. No, and I'm very much in tune with that kind of thing. Part
21 of my job when we're fishing is walking around during my shift
22 and, you know, I do it in rounds, I call them, and look for
23 potential problems. So, I have a -- you know, after all these
24 years, I have a pretty good eye for that kind of thing and things
25 that could develop or potential problems and I hadn't noted

1 anything at that time.

2 Q. Okay, and then you mentioned doing rounds, so obviously, you
3 probably had some kind of normal rounds schedule that you would do
4 during the day?

5 A. Oh, yeah, several times I'd walk, yes.

6 Q. Yeah, what is that schedule?

7 A. What do you mean?

8 Q. As far as, like, what time you would do that, if you did it,
9 like, first thing in the morning, once at lunch, once at --

10 A. Yes, first thing in the morning when I came in, I'd have a
11 cup of coffee and then go and walk the boat, you know, and during
12 production, I'd go around all the engine spaces, factory, go into
13 the MCC (ph.) room, just look at everything, check everything,
14 make sure things are running okay. Yeah, and then I'd do it later
15 on in the day after lunch.

16 Q. Okay, and so after lunch it'd be your last time you walked
17 the boat or you do one more before you go to bed?

18 A. No, after lunch, usually I did it and I'd be all over the
19 boat all day anyway working on stuff. So -- but those are what I
20 called my formal rounds. That's when I was walking around looking
21 specifically for different items.

22 Q. Got that.

23 A. Yeah.

24 SA PETRULAK: Do you want to start just going through
25 everything?

1 LT [REDACTED] I mean, if you have anything that you've
2 covered up to this point and then after this, I'm going to ask him
3 about the galley and dry stores specifically. So, if you have
4 anything else about what we've covered so far.

5 SA PETRULAK: No, I'm good.

6 BY SA ROULEAU:

7 Q. Darryl, this is Ben with ATF. You mentioned the issue with
8 the battery charger, but I missed the location. So, the battery
9 charger that was having issues that you borrowed the batteries to
10 get operational, that was where in the ship?

11 A. Underneath the wheelhouse. Immediate -- directly under the
12 wheelhouse. So, there's a space between the third deck and the
13 wheelhouse, there's a little area underneath the wheelhouse, they
14 store -- well, as all of the electrical equipment for the
15 wheelhouse and that equipment and they also store things under
16 there. Like I was saying, they put those (indiscernible), but
17 unfortunately, stacked them on top of the battery chargers.

18 Q. Got you. The other follow-up question I had was the
19 interface for the PLC that you said stores the alarm data, does
20 that alarm data leave the ship? Or is it stored locally?

21 A. No, it should be stored in that PLC.

22 Q. Is there any off-boat communication then when an alarm comes
23 in? That something sends it off the boat to someone?

24 A. No, we don't have that capability on that boat, no.

25 SA ROULEAU: Thank you, that's all I have.

1 MR. ALTENBRUN: I have a couple.

2 MR. HACKER: Yeah, and that PLC is down in the engine
3 room -- the engine control -- you know, the control part -- not
4 the engine room, but the engine control room, in that vicinity
5 right there.

6 BY SA ROULEAU:

7 Q. Right, the little (indiscernible) box there?

8 A. Yes.

9 SA ROULEAU: Yeah.

10 BY MR. ALTENBRUN:

11 Q. Darryl, this is Larry, I just have a couple of follow-up
12 questions for you. I want to be really clear on this, if on a
13 smoke alarm system, if one smoke detector is removed for any
14 reason, the rest of the smoke detectors will continue to operate
15 as normal, right?

16 A. Absolutely.

17 Q. And when you departed the vessel at whatever time that was,
18 around 2:30 in the morning on --

19 A. 2:15, actually.

20 Q. Yeah, 2:15 on April 8th, did you have any reason to believe
21 that the smoke or fire-alarm system was in any state other than a
22 normal, functional, operating state?

23 A. No.

24 Q. Okay, thank you.

25 A. Nobody -- well, I mean, nobody's on the bridge doing anything

1 up there. There was hot work going on immediately under the
2 bridge and that -- where I replaced that battery charger, that
3 wall under there, they just -- the day before I left, Kyle had
4 called me that morning and asked me if I could go look at that out
5 there. They already started cutting into that wall. I guess they
6 wanted to replace the deck under there and the battery chargers
7 are mounted on a three-quarter piece of plywood that's studded
8 into the wall and they -- he wanted me to see what I needed to
9 disconnect them if necessary to get that piece of plywood out. I
10 was still -- I didn't really want to disconnect -- we didn't
11 really want to disconnect them because we still needed to use that
12 equipment.

13 So, I went up and looked at it, saw that all of the wiring to
14 the battery chargers came from the top except for one power supply
15 that was bolted to the floor at the bottom for one of the RF (ph.)
16 pieces of equipment up there -- one of the radio -- I guess some
17 type of radio equipment -- I'm not sure what exactly that supply
18 was for. But that was the only one that was bolted to the floor.
19 So, I went ahead and unbolted that and then texted Kyle that if
20 they just went ahead and took the studs off the -- drilled the
21 studs off the plywood to the wall, they could swing the plywood
22 up, wiring and all, just rip the whole thing out and then if the
23 cables from the power supply were long enough, they can move that
24 up with it. So, somebody could get behind that plywood and keep
25 on cutting in that wall to get to do that deck work they were

1 going to do. Just off to the side of that is where the battery
2 compartment is under the stairs and that's where the battery is
3 stored for those battery chargers.

4 LT [REDACTED] Any questions on that work?

5 MR. ALTENBRUN: Nuh huh.

6 MR. HACKER: But they're all sealed batteries, not the type
7 that you take the tops off and check or anything. So, you know,
8 it's not (indiscernible) problem or any kind of vapor or anything
9 like that.

10 BY CAPT FLAHERTY:

11 Q. Hi, this is David Flaherty with the NTSB.

12 A. (Indiscernible).

13 Q. Sir, you're aware -- I'm sorry?

14 A. I don't know if that's the answer you were looking for.

15 Q. Okay, I just want to -- one thing, you're aware that the
16 smoke detector did not wake up the crew members who were on board
17 the vessel when the fire was detected -- or discovered?

18 A. No, I'm not aware of that.

19 Q. That's -- they heard a small whining noise. It wasn't
20 anything loud enough that it woke any of the crew members up. If
21 they were inside their cabin with the door closed, would it be
22 your expectation, having worked with the system, that they would
23 have easily heard the alarm?

24 A. That's kind of hard to say because when we're at sea and
25 they're going to do, like, a fire-alarm test, they would actually

1 manually ring the general alarm system like, you know, however
2 many times it is for fire, or abandon ship, or whatever. So,
3 yeah, the actual buzzers for the -- are quite loud in the factory
4 because there's quite a few of them down there. Not so many up in
5 accommodation. They've got the smoke detectors up there, but I
6 don't remember there being an abundance of actual horns up there
7 that would really wake people up. Yeah, it's a lot --

8 Q. So, what's your manufacturer -- I'm sorry.

9 A. Maybe they didn't hear -- yeah. It's completely different --

10 Q. What's the -- I'm sorry, I'm overturning all the coms. What
11 was the manufacturer of the fire-alarm system?

12 A. I'm not recalling that right off hand.

13 Q. Do you know if there was --

14 A. I have all that information on my drive at home. I can get
15 that from there. I keep a file on everything.

16 Q. Okay, good.

17 A. But it's a very old system.

18 Q. Are you aware if it's a system that has only components from
19 one manufacturer or if it's components of multiple manufacturers?

20 A. I'm not sure about that. I know it uses 120 volts as a power
21 supply. Yeah, I'm really not sure about that.

22 Q. Okay.

23 A. I think it was all one system. But then the PLC integration,
24 of course, was something different, you know.

25 Q. Okay, and did you receive training from that manufacturer to

1 do maintenance on that fire-detection system?

2 A. I doubt they're even in business anymore. I mean this
3 thing -- they had talk -- they said they -- I was told that they
4 had been considering an upgrade for quite a while on the fire
5 system. I really had never worked with one that old before to be
6 honest with you.

7 Q. Could you -- was it a -- your conventional smoke-detection
8 system like you'd find in a house?

9 A. Well, I wouldn't say it was that basic. But the -- yeah, I
10 mean, you know, it certainly wasn't anything fancy.

11 Q. All right.

12 A. Most of the ones I -- the ones I'm used to are
13 Consilium (ph.) and they're quite advanced (indiscernible) also.
14 You know, all of them are (indiscernible). Yeah, it's -- yeah,
15 this is way off that. It's pretty old.

16 Q. Do you know if --

17 A. We didn't really have at-sea issues with it, so I never
18 really got to -- had to get my hands into that very much. We
19 had -- you know, we had some sensor problems, but it was mainly
20 because the chamber inside -- the smoke chamber would sense the
21 smoke was polluted and these type of sensors, well, you just
22 unplug them and then you put them in a bucket of hot water and
23 soap and you wash them. You know, that would clean the chamber
24 out and dry them out, use them again.

25 I tried ordering some as spares and they were no longer

1 available. They were obsolete, you know. So, it was -- we had a
2 meeting -- when we came in from Alaska, we had a meeting about
3 what was going to be happening in the shipyard and some future
4 plans also and the fire systems came up in that meeting. And
5 because I had tried to order the sensors and they weren't
6 available, they were obsolete, they were making plans for winter
7 shipyard to replace that system and the intercom system, which was
8 also obsolete.

9 Q. Okay.

10 A. So, it was two things that were in discussion for the
11 fall then shipyard for the winter.

12 Q. All right, by chance, sir, do you happen to know how old this
13 smoke-detection system was that was on board the vessel?

14 A. I couldn't attest to the actual age of it, but, you know,
15 based on my experience, I would say 20 years at least.

16 CAPT FLAHERTY: Okay. All right, thank you, that's all the
17 questions I have for now.

18 MR. HACKER: All right.

19 BY CWO [REDACTED]:

20 Q. Darryl, this is [REDACTED] with the Coast Guard. I got a
21 couple questions for you. So, there's a -- we were told that
22 there was a system on board that if you had an alarm, it would
23 send a text or something by cellular phone. Do you know anything
24 about that?

25 A. I do not.

1 Q. Okay. All right --

2 A. I was never told that.

3 Q. Okay, and then just to -- I guess I'm a little confused about
4 the smoke detectors. I just want to be clear about this. So, the
5 smoke detectors in the state rooms and throughout the vessel, they
6 don't sound locally like a smoke detector in your house. It goes
7 straight to an alarm panel?

8 A. That's -- yeah, that's correct and then the -- yep, so those
9 would be like inputs to the central unit and then in a case it
10 would sense fire. It would then make -- do an output to the fire-
11 alarm devices, whether it be audio or visual.

12 Q. Okay.

13 A. Microprocessor-based system.

14 Q. All right, and I'm looking at the fire-control plan.

15 A. Uh huh.

16 Q. And all I see on here is general alarms, not any other -- I
17 mean, there's alarms in the factory and stuff like that, but just
18 for your fire, or smoke, and heat detectors, is that how they
19 sounded? Or did it just go to the systems up at the bridge or
20 engine room and then that's how it sounded out the alarm? Does
21 that make sense?

22 A. Yeah, you mean offshore or --

23 Q. No, so -- well, if --

24 A. When fishing, I noticed that they would get the alarm down in
25 the engine room, the same alarm up on the bridge, and they would

1 see it on the -- you know, it would be -- it would come up as like
2 a -- you know, an alarm system. You would see it on the screen
3 that, you know, this cabin is sent -- there's a sensor and the
4 smoke detector senses a fire in there and they go investigate it.
5 Or they call me and send me to investigate it. Most of the time,
6 like I said, it was a faulty or dirty detector and then if -- I
7 guess if they had a real fire, then they would sound the general
8 alarm. But that was all kind of a manual thing. Is that what
9 you're asking me?

10 Q. Yeah, I guess that clarifies it. So, if there was a smoke
11 alarm or a heat detector, it didn't actuate the general alarm
12 system? Somebody had to manually sound the alarm with the general
13 alarm system to say hey, we got a fire, correct?

14 A. That's what I believe. Now, in the oil industry, it didn't
15 work that way. If nobody responded to the panel within a certain
16 amount of time -- two minutes, actually, then that would -- the
17 general alarm would go off by itself.

18 Q. Okay, but this alarm system didn't, correct?

19 A. No, it didn't. I don't believe it had that capability.

20 CWO ██████: Okay. All right, thank you.

21 BY LT ██████:

22 Q. So, the assistant engineer was in his state room. Do you
23 know where his state room is on the 01 deck?

24 A. The assistant engineer is on the 02 deck with me.

25 MR. ALTENBRUN: He was staying in a different room.

1 LT [REDACTED] Okay.

2 MR. ALTENBRUN: So, where the assistant engineer was staying
3 at the -- shortly before you left the vessel.

4 MR. HACKER: He was staying -- I thought he was staying two
5 rooms down from me. But maybe --

6 UNIDENTIFIED SPEAKER: The (indiscernible) down on the --

7 MR. ALTENBRUN: So, the assistant was down on the 01 deck.
8 The same deck as the mess and the galley.

9 MR. HACKER: Okay, he was, yeah.

10 MR. ALTENBRUN: Two -- one deck down from you on the other
11 side. He was on the starboard side; you were on the port side.

12 MR. HACKER: Okay.

13 BY LT [REDACTED]

14 Q. So, he was kind of close to the entrance to the mess deck.
15 From what you recall -- so, if the fire alarm began to go off in
16 port, where would be the nearest place that it would ring? So,
17 that assistant engineer is on the 01 deck, are you saying it
18 would've only rang in the bridge and the engine room? He would've
19 never heard an alarm? Or at some point, would he have heard an
20 alarm somewhere on the 01 deck?

21 A. Well, if the alarm system was working correctly, he would've
22 heard the two go off in the galley, I would think, because it
23 would be an input and an output from the microprocessor. He
24 should've been able to hear that, I would think.

25 Q. Okay, so the nearest place he would've possibly heard

1 something was a horn coming from the galley?

2 A. Yeah, that's what I believe. Yeah, I think so, yes. The
3 nearest one to where you're saying he was staying.

4 LT [REDACTED] Okay, and the chief engineer was staying on
5 the 01 deck --

6 UNIDENTIFIED SPEAKER: 03.

7 BY LT [REDACTED]:

8 Q. 03 deck, I'm sorry. So, do you know where the chief
9 engineer's state room is?

10 A. Yes, I do.

11 Q. Okay, so where would've been -- if a fire alarm was going
12 off, where would've been the nearest place that the chief engineer
13 should've heard a horn going off?

14 A. I want to say there's one in the hallway.

15 Q. Okay.

16 A. Right out -- right -- that's kind of a small interior deck up
17 there.

18 Q. Right.

19 A. There's not much there. They've got the wheelhouse and then
20 there's a few cabins up there. There's not so many as the -- not
21 so big as the deck below. But yeah, I believe there's one in the
22 hallway. There should've been -- there should be one in the
23 hallway.

24 Q. Okay, all right.

25 A. Yeah.

1 LT ██████████ So, I think I'm going to move on past the
2 fire-alarm system here. I want to talk to you a little bit about
3 the electrical equipment in the galley and the dry stores area.

4 MR. ALTENBRUN: Would it be okay if I asked a couple follow
5 ups?

6 LT ██████████ Yes, sorry.

7 Larry has a couple follow-up questions before we move on.

8 BY MR. ALTENBRUN:

9 Q. So, Darryl, I just -- in the smoke-alarm system is a smoke-
10 slash-heat alarm system? There are smoke detectors and there are
11 heat detectors, right?

12 A. There's some heat detectors, yes.

13 Q. And there's an input, which the detectors themselves are the
14 inputs and it's only input, it's -- that means that it either
15 detects heat or it detects smoke, is that right?

16 A. Yes, correct.

17 Q. And they're located in various places all around the boat?

18 A. According to the fire plan, yes.

19 Q. Right, and you haven't memorized where every single smoke
20 detector and heat detector are, is that correct?

21 A. No, by that time I would --

22 Q. And then there are output devices, which include either
23 horns -- well, both horns and lights, is that right?

24 A. Or combos (sic) of, yes.

25 Q. Okay, or combos, and these output devices are also located in

1 various places throughout the vessel, is that correct?

2 A. Yes, according to the fire plan, yes.

3 Q. Well -- but also according to your own experience on being on
4 the boat, right?

5 A. Right.

6 Q. I mean, you've seen these lights and these horns, right?

7 A. Yeah, I -- those particularly in the factory, but --

8 Q. Right, and I -- that was my next question. You haven't
9 memorized where every single output device, meaning a light, or a
10 horn, or a combo, you haven't memorized where every one of those
11 is on the boat, is that correct?

12 A. No, I haven't, because the only time -- the only reason I
13 would is if somebody reported a problem with one and when they
14 have fire alarm stuff, I know they send people around to make sure
15 they're working. The deck hands or whoever is assisting with that
16 verify that they're working. But not, unless there was a problem
17 with one of them and they sent me to that location to fix it, then
18 I would not know where they're all located and in the time I was
19 on the vessel, there were very few that failed.

20 Q. Right, and so in terms of knowing whether or why somebody
21 would or would not hear the audible output in a particular
22 location on the boat, you don't -- you can't say, is that right?

23 A. No, I cannot.

24 MR. ALTENBRUN: All right, thank you.

25 BY LT [REDACTED]

1 Q. All right, Darryl, as far as the smoke detectors go, you
2 said -- or well, I guess smoke and the heat detectors, when there
3 would be an issue, you said you would clean them with just soap
4 and water and then just put them back on, right?

5 A. Not the heat detectors, the smoke detectors. I never had any
6 issues with the heat detectors. I hadn't worked on any of those.

7 Q. Okay.

8 A. But the smoke detectors, yes, we clean them in a bucket of
9 the -- they recommend Ivory Soap, the manufacturer does, and you
10 soak it in there for a few hours, plunge it around, and then you
11 wash it out with fresh water, and then you let it dry, yeah.

12 Q. Okay, and then the only reason you would do that is if
13 the -- it was going off and setting of an alarm, right?

14 A. Yeah, it would just become a nuisance alarm, correct.

15 Q. Okay, as far as the testing after you've cleaned it, your
16 only way to know that it's working properly is if it's just not
17 signaling an alarm, is that right?

18 A. No, there's a little LED on it that blinks once a minute.

19 Q. Okay, I guess my question with that is how -- is there any
20 kind of procedure to know, like, if there was -- if it actually
21 detected -- would be able to detect smoke at -- did you guys have
22 any kind of smoke block or something to see if it would then
23 activate after cleaning?

24 A. No, that kind of fire testing was not done on the vessel.

25 Q. Okay, and then -- so, not after cleaning or not ever that

1 you're aware of?

2 A. I never saw a schedule for it.

3 Q. Okay, and if anybody would do that, that would arguably be
4 you?

5 A. Oh, yeah, it would be the electrician. You might ask -- the
6 electrician -- the other electrician, Martin, he's been on the
7 vessel for many years. I don't know if he did that or not.

8 Q. Okay, understood.

9 A. In the electrical shop, I've never seen any canned smoke or
10 anything like that for testing that stuff and I wasn't aware of
11 any schedule to do so.

12 Q. Got it, and then the same would be for the heat detectors?

13 A. That would be (audio glitch) no that would -- yeah.

14 Q. And same with the heat detectors, no testing for that either?

15 A. The heat detectors -- yeah, other vessels I've worked on or
16 other companies, I've used a heat gun -- put a heat gun to it,
17 yeah.

18 Q. Okay, but the --

19 A. Now, we test the zone, like, once a month or something, you
20 know.

21 Q. Yeah, okay --

22 A. Then we -- yeah.

23 Q. Okay, so once a month -- you said once a month or every other
24 month here on the *Kodiak* you would do that with a heat gun?

25 A. Yes, (indiscernible).

1 Q. I'm sorry, I was talking over you, I think. So, you said on
2 the *Kodiak*, you would test the heat detectors?

3 A. Or the smoke detectors.

4 Q. So, I think we were talking over each other. So, you said
5 you did -- when you tested the heat detectors, that was not on the
6 *Kodiak*?

7 A. No.

8 Q. Previous job, okay.

9 A. I just -- no, I was just saying I've been on vessels where
10 they actually did that. The newer systems -- the newer Consilium
11 systems, they weren't really doing that so much anymore because
12 they were so advanced.

13 Q. Okay.

14 A. You know, so, it was a general fade out for that kind of
15 testing as that came out with the industry.

16 Q. Okay, and then the last question as far as these alarms go,
17 between the smoke-detecting system and the fire-suppression
18 system, were those two systems connected in any way?

19 A. You're talking about the CO2 system?

20 Q. Yes.

21 A. I can't say on that vessel.

22 Q. Okay, do you have any idea how the fire-suppression system is
23 normally activated?

24 A. I'm not going to -- you know, I can't say for sure on this,
25 but I'm pretty sure that the CO2 systems in the engine room are

1 manual. I'm not really sure. That would be a question for the
2 chief engineer.

3 Q. Understood, yeah, so there's really no electronics that you
4 had to get involved with in that system?

5 A. No, because it -- almost all vessels that I've been on, I
6 wouldn't be involved with CO2 testing anyway. That's an outside
7 agency that does that.

8 Q. Okay, so you would be completely unaware if that system was
9 functioning or not functioning?

10 A. I would be unaware of this.

11 Q. Okay, got that. Okay, so I want to move on and talk a little
12 bit about the galley and the dry-stores area, some of the
13 electrical equipment in there. So, the first thing I want to ask
14 is do you know in the galley or the dry stores, when was the last
15 time that you recall being in that space?

16 A. Pretty much went in there every evening. Not necessarily the
17 dry stores, but just in the kitchen area there just to use the
18 microwave. We all did.

19 Q. Okay, and when would you say was the last time you were in
20 there?

21 A. It would be the night before I left.

22 Q. Okay, so based on what you recall, up to the last time you
23 were in there, was there any electrical issues in the galley or
24 dry stores area that you had worked on or fixed?

25 A. No.

1 Q. Okay, and then I understand that there is a dryer in there
2 with a vent pipe that goes out, would you be involved in
3 maintaining that dryer and/or cleaning out the lint trap, or the
4 vent pipe, or anything like that for the dryer?

5 A. No, I did electrical repairs on the washers and dryers. The
6 cleaning of the vent, the lint traps was the laundry guy's
7 responsibility.

8 Q. Okay, so you don't -- do you recall was that washer and dryer
9 used at all while you were in port there?

10 A. How would I know what port that was not being used?

11 Q. Okay, all right.

12 A. I didn't see it being used.

13 Q. Okay, and then other than the --

14 A. Really, it's just for the kitchen personnel and usually
15 when -- it's only being used when they're in there cooking meals.
16 Otherwise, we wouldn't -- it probably wouldn't be used. We have
17 laundry upstairs that the crew uses during -- well, not that I did
18 that many shipyards with them, but on most vessels -- anyway, we
19 were using the laundry room on the second deck.

20 Q. Okay, and other than the washer and dryer, what other
21 electrical equipment would've been in the dry stores area?

22 A. There is compressors for the walk-in cooler and the walk-in
23 freezer. Let's see. Let me think. I'm going to try -- let me
24 try to visualize the whole area there. Yeah, that's -- on
25 the -- where the washer and dryer on that wall between coming in

1 the dry storeroom and the kitchen. The kitchen area itself, there
2 was several disconnects and some other equipment for some of the
3 kitchen equipment. That's about it.

4 Q. Okay.

5 A. Yeah.

6 Q. So, can you tell me when you left the vessel, do you recall
7 what the condition was of the walk-in chiller and the walk-in
8 freezer? Were they on, were they operating, were they turned off?

9 A. The freezer was shut down, the walk-in cooler was active.

10 Q. Okay, and the freezer, when it is shut down, where -- is it
11 shut down locally on the compressor, or are you shutting a
12 breaker, or where is that turned off?

13 A. It was -- actually, the engine room would shut that down.

14 Q. Okay, so is there a breaker in the engine room that turns off
15 that compressor?

16 A. Well, yes -- well, that'd be a -- yeah, that's -- it would be
17 (indiscernible) positioning down there. They probably
18 just -- yeah, this local breaker is right there at the
19 actual -- where the compressors are. The compressor units
20 themselves have their own shutoffs.

21 Q. Okay, so would --

22 A. I believe that's probably where they would do it at.

23 Q. Okay, so they would shut the compressor off locally?

24 A. There would be a branch circuit breaker, I'm just not sure
25 where it is.

- 1 Q. Okay.
- 2 A. And it wouldn't be something big enough to be down in the
3 engine room. It would be to a local panel probably.
- 4 Q. Okay, and were there lights in the freezer and chiller?
- 5 A. Yes.
- 6 Q. Okay, and where were those actuated from?
- 7 A. Well, there are -- I don't believe there were switches for
8 them. I think it's just -- they were just off a breaker -- a
9 lighting circuit breaker, I believe.
- 10 Q. Okay.
- 11 A. I don't remember going in there and ever seeing switches for
12 them.
- 13 Q. Okay, and the lighting then for the rest of the dry-stores
14 area, would that have also been on the same circuit breaker branch
15 or were there local controls for the lights in the dry stores?
- 16 A. I'm not sure on that.
- 17 Q. Okay.
- 18 A. You know, I don't -- never really -- I don't know.
- 19 Q. Okay, no, that's --
- 20 A. I don't know that one.
- 21 Q. That's totally fine. We're asking a lot of questions; we
22 understand you won't know the answers to all of them.
- 23 A. Yeah.
- 24 Q. Can you talk about, from what you recall --
- 25 A. If I was on a lot longer than I have, I'd probably know more

1 of that. But as I said, I only had worked there not even a year.

2 Q. No, we completely understand that. So, the lighting in the
3 dry-stores area, do you recall what type of lighting that was?

4 A. Most everything has been converted to LED. Yeah, you know,
5 just your standard overhead fixtures. But they -- like, they're
6 all over the vessel, the same type, you know the four-foot
7 fixtures up there. But over time, we have been converting them to
8 LED, the lamps that are just -- you know, you just wire it in
9 correctly 120, you know. Each one -- each lamp has its own
10 driver. So, they're more balanced.

11 Q. Okay, so can you talk to us what that conversion --

12 A. I don't know if they had been converted in there or not.
13 More than likely, some of them had.

14 Q. Okay, and so can you talk to me what that process is to take
15 the fixtures that were in there and convert them to LED?

16 A. Yeah, you take the ballast out, and then you only need to use
17 one set of tombstones and that would be on the driver side. The
18 other one, you clip the wires off and as I said, remove the
19 ballast, and then you're going to have one on each side -- for
20 each tombstone, for each lamp, you're going to have a hot wire on
21 each one, and then a neutral on each one. Then when you put them
22 up in there, they work directly off the 120 through the driver.
23 It's very simple. It cuts down -- the conversion cuts down the
24 wiring considerably and there's no heat. You're taking all the
25 heat off of the ballast and all that and if the lamps -- those LED

1 lamps are very cool, so it's actually much more efficient and a
2 safer setup than the old incandescent were.

3 LT [REDACTED] Okay, I'm going to -- just for -- Ben, do you
4 have any questions about the lighting all that kind of stuff?

5 SA PETRULAK: I've got a couple.

6 LT [REDACTED] Yeah, go ahead.

7 BY SA PETRULAK:

8 Q. As far as those lights go, were those -- any of them
9 automatic or were these lights left on all the time as far as in
10 the dry stores, and the galley, in the hallways? Which -- I guess
11 I want to ask it this way, which lights were on 24-seven, to your
12 knowledge, and which ones would have to be manually or usually
13 turned on by somebody?

14 A. I never saw them off.

15 Q. Okay, and there were no automatic lights that you're aware
16 of?

17 A. No.

18 Q. Got you.

19 A. What do you mean by automatic?

20 Q. As far as, like, you know, a sensor, like somebody would walk
21 into the room and it would sense the --

22 A. Oh, no, we didn't use that at all on the boat.

23 Q. Got you.

24 A. That generation of system wasn't looking for that kind of
25 engine conservation.

1 Q. Okay, and then I think there was -- possibly switches on the
2 light itself to turn it manually off and on? Are you --

3 A. I'm not really sure on that.

4 Q. Okay, but even typically, nobody would ever turn those off
5 and on for any reason?

6 A. I've never seen them off.

7 Q. Okay.

8 A. It was a very -- I'm not sure exactly what was in there -- at
9 the very back of the dry-stores area there was a -- they call the
10 store and that was a locked area. Yeah, I know they had a
11 computer back there and some other stuff, a UPS (ph.), things like
12 that back there. But that area was kept locked and nobody had
13 access to it but the person that ran the store. It was locked
14 during shipyard too.

15 BY SA ROULEAU:

16 Q. Darryl, this is Ben, again, from ATF. The conversion process
17 for these light fixtures, had you performed any of the conversions
18 for the lights that were located in the dry-stores area?

19 A. No, that -- no, I hadn't done it. I hadn't done any up in
20 the accommodation at all, actually. Plenty of them down in the
21 engine-room area.

22 Q. But not in the dry-stores area specifically?

23 A. Not in the accommodation at all.

24 SA ROULEAU: Am I using the wrong term?

25 LT [REDACTED] No, you're -- he's just saying the whole

1 accommodation-galley area -- the whole house area, he didn't do.

2 BY SA ROULEAU:

3 Q. The lights that are located in the cooler and in the freezer,
4 are those the same as the lights that are in the dry-stores area?

5 A. I believe they are.

6 Q. Okay.

7 A. And I can't -- I said I'm not real sure.

8 Q. Yeah.

9 A. It's not something I really looked at, you know?

10 Q. Sure, I'm going to ask this question and I don't know -- this
11 might be farfetched, do you --

12 A. I never (indiscernible). There was no lamps out there they
13 asked me to go fix.

14 Q. Sure, well, this one might be hard for you. In the cooler,
15 do you recall how many fixtures are in the cooler?

16 A. I don't.

17 Q. Okay, in the freezer, do you recall how many fixtures are in
18 the freezer?

19 A. I would say six to eight.

20 Q. Okay, in the dry-stores area?

21 A. Probably -- I would say, in the cooler, no more than four
22 because it wasn't -- the cooler wasn't that big. The freezer was
23 quite big. I would say six to eight in the freezer.

24 Q. And in the dry-stores area, do you recall?

25 A. I don't recall. I can guess, maybe.

1 Q. Sure.

2 A. Ten.

3 Q. Ten, and all of these fixtures are two-lamp, four-foot
4 fixtures?

5 A. Yes, with a lens cover.

6 UNIDENTIFIED SPEAKER: With a what?

7 SA ROULEAU: Lens cover.

8 MR. HACKER: They're a Pauluhn type of fixture.

9 BY SA ROULEAU:

10 Q. Can you say that again -- that word?

11 A. They're manufactured by Pauluhn.

12 UNIDENTIFIED SPEAKER: Do you know how to spell that?

13 MR. HACKER: P A L U -- P A -- yeah, P A U L U H N.

14 SA ROULEAU: That was the manufacturer of the original
15 lights?

16 MR. HACKER: They're a maritime type of fixture.

17 BY MR. ALTENBRUN:

18 Q. That was the manufacturer of the original fixtures, right?

19 A. That's correct.

20 Q. Okay, and do you know who manufactured the conversion kits or
21 the LEDs?

22 A. No, there is no conversion kit. The -- when you buy the LED
23 lamps, they're inside the -- each lamp has its own driver, so all
24 it needs is a direct 120-volt source.

25 UNIDENTIFIED SPEAKER: Yeah.

1 BY CWO [REDACTED]:

2 Q. So, who made the LEDs?

3 A. We get them from different places. I always order them from
4 Amazon Central.

5 Q. Okay, in that dry-stores area, do you recall any electrical
6 receptacles, like 120, just convenience receptacles?

7 A. I'm sure there was some in there. I'm not recalling anything
8 in particular. But yeah, it was -- there was a few here and
9 there. I think some of them were behind -- you know, the way they
10 built the shelves, I know some of them were behind the cans and
11 bottles that they had in there. But there was a few you could see
12 through the stuff they had stored in there. They were kind
13 of -- I guess it was kind of scattered through there.

14 Q. Do you know where those receptacles would've been fed from?

15 A. No, there was probably multiple circuits, I would think. But
16 as I said, they didn't -- once they call me and say hey, we have a
17 receptacle not working and then I have to go and trace that back
18 to its source. I wouldn't really know that. It's a big boat, you
19 know what I mean?

20 Q. Yeah, do you -- the washing machine and the two dryer units
21 that are in the dry-stores area, are those hardwired or are those
22 plugged into a receptacle?

23 A. I'm not sure on that one either. I never -- they didn't
24 really -- the type that we had down the back in the change room
25 and then up in the laundry are a different type that I actually

1 worked on. The ones that they used in the galley were just
2 throwaways. When they went out, they would just replace them.
3 They didn't -- we recently replaced those just not that long ago
4 with new ones. I didn't help install them. The first engineer,
5 Keegan (ph.), helped them do that. So, he would be able to better
6 answer that question.

7 Q. The -- in the back of the dry stores, you said -- towards the
8 bow, you said there was the store and you said that there was a
9 UPS unit and a computer?

10 A. Yeah, well, the store -- the ship store, where they keep all
11 the sodas, and candy, and sweatshirts, and all the stuff they sell
12 on the shore.

13 Q. Sure, yeah, could you be any more specific, besides UPS and
14 computers, as to what electrical equipment would've been in that
15 area?

16 A. Lights, receptacles, I know the switch back there was for the
17 lights for sure. I remember seeing a BC (ph.), a UPS, and that's
18 about it. I mean, I didn't notice nothing else.

19 Q. Any, like, power strip, or maybe any heaters, any motors, any
20 other kinds of equipment that would've been located at the bow in
21 that area?

22 A. I don't recall anything else.

23 Q. Okay, how about equipment in that area that would've been
24 stored there? Like, maybe, spare kitchen equipment or anything
25 like that? Anything that you recall?

1 A. You mean like pots?

2 Q. No, like electronic equipment or, like, maybe some spare
3 microwaves or something like that? Any spare or maybe equipment
4 that was not in use that would've been in that area?

5 A. In the dry-stores area, you mean?

6 Q. Yes.

7 A. Not that I can think of. It was mainly dry stores, cans,
8 bottles, paper towels, tissue paper, toilet paper, whatever, you
9 know, things like that.

10 CWO [REDACTED]: Okay, thank you. That's all I have for now.

11 BY SA ROULEAU:

12 Q. Hey, there, as far as temporary wiring goes -- are you aware
13 of any temporary wiring that was in place the night before the
14 fire anywhere in the bow of the boat? Like, you know, especially,
15 obviously, dry stores and the galley, or maybe even in the locker
16 room below dry stores?

17 A. Describe what you mean by temporary wire?

18 Q. Either, like, extension cords or the --

19 A. Oh, everywhere.

20 Q. Okay.

21 A. There was a lot of work going on.

22 Q. Yeah, as far as equipment that's part of the boat, not
23 necessarily, I guess, for maintenance activities?

24 A. Yeah, all the welding machines they had, they were bringing
25 their own leads in for those, their own extension cords, you know,

1 plugging them into our receptacles.

2 Q. Okay, so then, like, as far as, like, equipment goes, like if
3 you didn't have any wires that were out, you just had to run a
4 temporary jumper from the breaker to, like, say, a chiller or to a
5 different light fixture, anything like that?

6 A. No, like, when I worked for American Seafood, they had a bad
7 habit of, like -- they bring welding machines in any want us to,
8 you know, take the panel cover off, wire the welding machine into
9 a breaker. I'm happy to say that Trident and the *Kodiak* does not
10 do that.

11 Q. Okay.

12 A. But (indiscernible) boat, yes. Yeah, so no, the answer's no
13 temporary wiring and nobody asked me to wire anything in
14 temporarily.

15 Q. Got that, and since you're mentioning the hot work, did they
16 have you inspect the grounds for any of the welders or equipment
17 like that or is that just on them?

18 A. No, it was -- that was pretty much -- no, it was on them,
19 actually. Not pretty much, it was on them. No, nobody asked me
20 to inspect anything like that.

21 Q. Understood.

22 A. They did -- when they were working in cabins and things like
23 that or doing -- getting ready to do hot work, they never asked me
24 to disconnect any lights or take any receptacles out of the wall,
25 which I found kind of odd. You know, I've always been asked to do

1 things like that and then replace them when they get done. Maybe
2 they weren't doing anything like that, you know, and that kind
3 of -- where they were doing that extent of work. But no, nothing.

4 Q. Okay, and then when you guys got here to dock, are you the
5 guy who hooks up the shore power for the boat?

6 A. Yes.

7 Q. Got that, and to your knowledge, as far as that breaker is
8 concerned, or anything with the shore powerline itself, or any
9 part of the shore-power system in the boat, any issues?

10 A. No issues. This shore power is pretty straight forward. It
11 plugs in on the trall (ph.) deck just -- there's a little room
12 right off the trall deck on the portside. It's got a big, 400 amp
13 (sic) receptacle, three fades receptacle, it had a nice safety
14 cover on it, and then when you actually put the plug into it, you
15 have to kind of turn it to make it go in, which is very safe. It
16 went in no problems, and then from there, it's a straight cable
17 shot down to the switch gear and the conversion over was flawless.

18 Q. Okay.

19 A. No issues there.

20 SA ROULEAU: Okay.

21 I'm going to ask him the whole (indiscernible), unless you
22 guys have any more particular questions?

23 LT [REDACTED] No, that's what I was going to get to next.

24 MR. HACKER: The only electrical issue that we had that was
25 of any, I would call, significance, and it happened down in the

1 engine room on the refrigeration flat. We have some -- for the
2 R22 chillers down there, the two big (indiscernible), you have
3 some big Allen-Bradley drives, pretty good -- a size six and they
4 had been doing some hot work on the deck above. Then I guess they
5 didn't seal it correctly, or weather, it rained real hard the next
6 day and water got down behind there and blew the drive. I mean,
7 you know, destroyed the drive, I should say, and blacked the boat
8 out all the way to the dock. That was like maybe five days before
9 the fire.

10 BY LT [REDACTED]

11 Q. Okay, and then what was the fix for that?

12 A. Well, disconnect the power -- all the power to the drive and
13 then have somebody come out and reset the dock breaker, get the
14 shore power back on again, and then begin to think about replacing
15 the drive.

16 Q. Okay, so you just left that isolated and that was untouched
17 up until the fire?

18 A. Isolated with a lockout that we recorded in the lockout book.

19 Q. Okay, so I'm going to take you back a little bit, just so we
20 can get a full picture of everything that you saw from the night
21 of until, obviously, you left. Just in general, as far as the
22 fire itself goes, how did you first hear about the fire?

23 A. I was at the airport waiting for the ticket counter to open
24 and Steve, the chief engineer, called me and he said are you off
25 the boat? I said yeah, I'm here at the airport and he said well,

1 I wanted to make sure because the boat's on fire. I thought he
2 was joking, you know, and said what are you talking about? He
3 said the boat's on fire and I realized he was serious and he
4 started telling me that they were -- he said they were off the
5 boat and they were trying to put the fire out. We didn't really
6 talk, he said he had to go, but just wanted to make sure I was
7 safe.

8 Q. Okay, and then since that time, what is your understanding as
9 far as what caught fire inside the boat?

10 A. I have no knowledge of that. I mean, they sent me a few
11 pictures and a few videos that just shows the fire -- like, the
12 fire burning the next day. It was still going, you know,
13 and -- but I haven't -- nobody's told me anything about, you know,
14 what happened, or why it happened, or how it could've happened.

15 Q. Okay.

16 A. I have --

17 Q. If I told you that the fire potentially happened somewhere
18 either in the galley, or the dry-stores area, or even possibly
19 somewhere like the -- on the main deck there in the false ceiling,
20 in the locker room -- if any of that was something we told you,
21 what do you think as far as a potential source from what you know
22 of the boat and then, you know, its current condition as far as
23 what could've possibly started the fire?

24 A. There's nothing open or being worked on. You said the area
25 above the factory, are you talking about where the ladders go up

1 there, that dead space up there where they store all that stuff?

2 Is that what you're talking about?

3 Q. Well, so you have, obviously, the galley and the dry stores,
4 so --

5 A. Well, there's quite a bit of electrical equipment up there
6 too.

7 Q. Yeah, so on the diagram that I'm looking at here, it would be
8 on the -- so, obviously, the galley's on the 01 deck, so the main
9 deck right below that, underneath where the galley and the dry
10 store is, there's a room that's titled locker room and there's a
11 false ceiling that's in there. Now, I know there's a lot of
12 electrical stuff that's up inside of there, it's trapped in the
13 ceiling.

14 A. Right, but if you were to, like, go through the floor of the
15 dry-store area and then the change room is down there. That's
16 where they get changed and go into the factory.

17 Q. Yeah.

18 A. There's a space up there and it's one, two, three, four
19 ladders that you can drop down and get up to it. They store
20 factory stuff that -- you know, things they use up there -- to use
21 in the factory like the signal and all these different things.
22 Actually, there's a lot of stuff up there, though. Then there's
23 also -- there's a lot of electrical equipment up there, panel
24 boxes, air handler, you know, just -- I mean, all kinds of -- it's
25 really quite a bit up there. Things that were discontinued,

1 things that are still in use.

2 Q. Okay.

3 A. But there was no work going on up there. The ladders all
4 have locks on them and you have to know where the key is to unlock
5 that to get up there. So, there was nothing going on up there.

6 Q. Yes, and I mean -- I guess what I was --

7 A. There's no work going on in the dry-store area. It's
8 just -- yeah, that just seems odd.

9 Q. So, nothing immediately jumps out at you until whenever you
10 start thinking about it overnight, like, you know, any kind of
11 possibility?

12 A. No, I really -- no, there's just -- the only hot -- I mean,
13 the hot work was going on down below. There's another stairway
14 down in the changing room down to the bow thrust area and then I
15 believe that's where the hot work was going down. That's where I
16 saw the cords running down to. Nobody's working in the galley
17 that I know of. Well, there's this one small (indiscernible)
18 removed from the column. When you go into the dining room,
19 there's a column -- I guess they -- I mean a lot of -- I guess
20 they passed a lot of cables up through there. I think that was
21 one of the main cable areas -- from deck to deck, one of the main
22 cable (indiscernible) -- cable ladders or whatever. One of the
23 walls -- or the paneling had been removed on one side of that
24 face. As you walking in the dining room, you could see the
25 insulation there, but I don't really know what was going on right

1 there, you know.

2 Q. Okay, but you just saw temporary wiring coming through the
3 ceiling of the galley?

4 A. No, it's not -- no, I'm saying that's the -- that's
5 fixed -- that's where they bring the ship's wiring up from deck to
6 deck, you know.

7 Q. Okay.

8 A. Yeah.

9 Q. What you're saying is there was just a piece of wood paneling
10 that was removed and as a result, you could see some -- a little
11 bit of the ship's wiring, right?

12 A. Yeah, there was wiring behind it. It was just green and red.
13 It was like the -- you could see the insulation.

14 Q. And this was in the mess? The area where there's tables and
15 people eat?

16 A. Yes, right there it's like a little island right there and
17 they had, like, a popcorn machine up there, and a drink machine,
18 and all that, and there's service for all that underneath that
19 counter. Then there's, like, a column and then wiring comes up
20 above and below and comes through that column and into that
21 service -- that area. Then that -- part of that wall had been
22 moved. I never really saw why. I think I commented that to Larry
23 last time I talked to him. He had asked me --

24 MR. ALTENBRUN: Darryl.

25 MR. HACKER: Yeah?

1 MR. ALTENBRUN: Do not talk about what you spoke to with me,
2 please.

3 MR. HACKER: Oh, okay.

4 MR. ALTENBRUN: It's privileged. There's an attorney-client
5 privilege and I do not want you to waive it.

6 MR. HACKER: Well, anyway, that's the only work I saw going
7 on in the galley, let me put it that way.

8 LT [REDACTED] Fair enough, and then --

9 MR. HACKER: It was just work.

10 BY LT [REDACTED]

11 Q. All right, as far as the ceiling goes, were most of those
12 panels replaced with the newer wood-style panels in the ceiling?
13 I know there was some kind of conversion that happened along the
14 way?

15 A. I don't know the answer to that.

16 Q. Okay, do you know the material that the ceiling was mad out
17 of -- the material in the drop ceiling? Is that wood or is that,
18 like, the standard drop ceiling like an (indiscernible)?

19 A. I don't know.

20 Q. Okay.

21 A. I don't know.

22 Q. Okay, so I'm going to take you back down to that evening.
23 What time did you get back to your room that evening before the
24 fire, roughly?

25 A. I think -- so, I knocked off work at 6:00 and originally, I

1 had a flight scheduled for 11:00 p.m. and Delta cancelled it, so
2 they rescheduled me for 5:00 -- 6:00 in the morning. So, I had
3 scheduled a Lyft ride for 2:30 and set my alarm clock for 12:00,
4 went to sleep, decided I needed to go ahead and pack up before I
5 head out. I actually woke up at 11:30, took a shower, and started
6 packing my room. How much detail do you want me to go into here?

7 Q. As far -- yeah, can you -- like, where you went to on the
8 boat after you left your room?

9 A. Yeah, okay. So, anyway, I packed everything up from the
10 room, I have two suitcases, one for bedding and one for my clothes
11 and stuff and moved those suitcases up one deck. Where the chief
12 engineer is up there, we have a small storage area in there -- a
13 room where we keep -- we're allowed to keep our suitcases and
14 stuff when we go home and I put those two in there. My shop is
15 right near my cabin, so I was back and forth between as I cleaned
16 up my cabin and we have (indiscernible) machine, so I was making
17 coffee, drinking coffee, waking up and all that.

18 I got the room cleaned up, went down to the laundry, which is
19 on the same deck, got the vacuum cleaner, came back, vacuumed the
20 room, and then moved into the shop. I finished cleaning up the
21 shop, getting all the trash, and I walked up to the back deck and
22 dropped that down to the dumpster. I got the mop from the laundry
23 room, mopped the shop, and I finished all that about 1:30. Then I
24 went ahead and just cruised the internet there, looked at the news
25 until about 2:15, grabbed my stuff, and headed down the walkway.

1 I went to the gate and I went out to wait for my Lyft ride.

2 Q. Got that. So, at no point that morning you didn't go
3 anywhere near the galley or dry stores?

4 A. No, I never went down. I went up on deck and then put the
5 suitcases up there, but never went downstairs.

6 Q. Understood, and obviously, no unfamiliar smells, sights,
7 issues?

8 A. Everything was quiet and just normal.

9 Q. Was anybody else awake at the time?

10 A. What's that?

11 Q. Was anybody else awake or did you interact with anybody else
12 on the boat?

13 A. I didn't see anybody else moving at all anywhere.

14 Q. Got that, and who's the last person that you did see that was
15 on the boat and what -- roughly, what time was that?

16 A. The last one I saw about 5:00 or 6:00 before I knocked off
17 was the new engineer and he was just staying -- he's staying on
18 the same deck I am, a couple rooms down, on the other side. I
19 think he was sick that day, so he didn't really work. But I've
20 seen him once towards the evening.

21 Q. Got that, did you use any cooking equipment, microwave,
22 laundry, any of that that morning either?

23 A. Not that day, no. No, we had gone out to eat for lunch, me
24 and the chief engineer and the first engineer, and I just -- I
25 have a refrigerator in my cabin and I just made a sandwich there

1 at 6:00 with stuff I had left and then went to bed.

2 Q. Okay, and then when you made it onto the dock, did you notice
3 anybody out of place or any other employees mowing around -- or
4 milling around the *Kodiak*?

5 A. No, there was nobody around. It was just dead quiet
6 everywhere.

7 Q. Okay, and then you through -- I guess that would be the
8 southern --

9 A. Even in the island, there was nothing moving over there,
10 either.

11 Q. Okay, and then when you left, you went through the
12 southernmost gate?

13 A. Yeah, I guess that would be the southernmost gate. Yeah,
14 just a little ways down between the buildings. I used my keycard
15 to get out and well, I actually saw the guide came and said good
16 morning to him.

17 Q. Okay, and --

18 A. That was about two -- right around 2:30, I guess, when I went
19 through the gate and then my arrival scheduled for 2:30 -- between
20 2:30 and 2:40.

21 Q. Got that, and just a couple other just quick follow-up
22 questions. In regard to the batteries, it sounded like you were
23 describing, like, a basic AGM battery is what you were initially
24 messing with before with the battery chargers? Does the boat only
25 have, like, a standard, like, lead-style battery, or are there any

1 lithium-ion batteries, or any other kind of batteries installed?

2 A. No, they were all lead.

3 Q. They were all lead, okay. As far as where the batteries were
4 located on the boat, is it just up in that section you described
5 earlier or are there multiple different areas for batteries?

6 A. There's -- well, there's batteries just underneath the
7 wheelhouse there, as I described, and then there's some in the
8 engine room for the main engines.

9 Q. Copy that, and then do you have any reason at all to believe
10 that this possibly could've been a set prior?

11 A. No.

12 Q. Okay, and nobody said anything weird or out of place that you
13 would suspect?

14 A. No.

15 Q. And just asking the question and I know it's been a -- we're
16 going to chuckle, but did you set the fire?

17 A. No.

18 LT [REDACTED] I have to ask, sir. Okay, that's all I got
19 for him.

20 MR. HACKER: Yeah, that's -- you know, that's how I pay my
21 bills.

22 LT [REDACTED] You're just a firefighter on the side, right?

23 MR. HACKER: Yeah, it wouldn't make much sense, really.

24 LT [REDACTED] No.

25 BY SA ROULEAU:

1 Q. Darryl, Ben, again, from ATF. Going back to the dry-stores
2 area, the washer and dryer there, you mentioned that you had
3 occasionally done some repair work on the washer and dryer, is
4 that correct?

5 A. In the laundry room, you mean?

6 Q. No, I'm talking specifically the units in the dry-stores
7 area?

8 A. No, I did nothing with those washers and dryers. They
9 weren't the kind you repair. They were, what they call, throwaway
10 units.

11 Q. Understood.

12 A. So, when they wore out, it would -- a different make than the
13 ones we have in the regular laundry room and in the change room,
14 which are serviceable type and we kept pods for those. The ones
15 they kept in the kitchen or the dry-stores area were just
16 considered throwaway. They're used until they wear out and then
17 you order new ones and they install them.

18 Q. Understood, sir, what --

19 A. Since I -- they didn't ask me to be involved in that at all
20 when they did it, I have to believe they'd be plugins because if
21 they were hard wired, they would've asked me to do it.

22 Q. Understood.

23 A. Yes.

24 Q. The cooler and the freezer unit there, what kind of
25 maintenance activities were you responsible for those units?

1 A. None.

2 Q. Do you recall --

3 A. If they had an electrical problem, they would have me go look
4 at it.

5 Q. Do you recall how the wiring in between the outside unit and
6 the fan unit in the cooler and freezer were routed? Do you have
7 any knowledge of that?

8 A. No, I don't have any knowledge of that. It looked right to
9 me. I've seen plenty of walk-in coolers and freezers and the
10 installation looked correct.

11 Q. No, I guess what I'm asking specifically is did it go above
12 in the ceiling area or did it drop down to the deck and travel on
13 the deck below? Do you know how the routing of that one was?

14 A. If I was to make an educated guess, I would say it came from
15 the ceiling.

16 Q. Understood.

17 A. Because the fans are up in the -- the evaporated fans are up
18 in the corner on the top, you know, on the back and I saw no
19 wiring coming up the wall on the side, so I have to assume it
20 dropped down.

21 Q. The galley equipment when you're in port, how would you
22 describe the condition, electrically, I guess, are they
23 disconnected when you're in port, or are they just turned off? Is
24 the power isolated? How is the condition of the galley
25 electrically when you're in port?

1 A. The power is not isolated. They're just not used.

2 Q. So, safe to say everything would've been off in that area?

3 A. Everything is off in that -- well, yeah, nobody uses the
4 equipment in that area. They clean everything up real good and
5 the only thing we use is the microwave.

6 Q. How about, like, that cabinet --

7 A. Booking doesn't happen.

8 Q. Right, how about that refrigerator that sits right to the
9 right of that door going to dry stores, would that have been on or
10 off?

11 A. That was on. There was plenty of food in it.

12 Q. Because that's where you store the food that you microwave?

13 A. No, that's where they keep food that when they come back,
14 that they're going to use again like packages of cheese and things
15 like that. Then if we have something that we want to keep cold,
16 we can put it in there. But I had a small refrigerator in my
17 cabin, so I didn't use that refrigerator. But yeah, there was
18 plenty of stuff in the refrigerator. It was operational.

19 Q. Okay.

20 A. Yeah.

21 SA ROULEAU: That's all I have.

22 LT [REDACTED] [REDACTED]

23 MR. HACKER: There's another refrigerator right outside the
24 dining area and that was active, too. That's where we kept milk
25 and stuff in there.

1 MR. ALTENBRUN: Darryl?

2 MR. HACKER: Yeah?

3 BY MR. ALTENBRUN:

4 Q. This is Larry, I understand that shortly before you left the
5 vessel, you almost went down to the galley to return some
6 utensils. Is that right?

7 A. Yeah.

8 Q. Why don't you tell these guys about that?

9 A. Yeah I had a full glass and some silverware that I had been
10 using to eat in my office and I -- you know, I had it washed and I
11 had it sitting in the -- on the little counter I had in the cabin
12 there on a paper towel and I was going to run it down in the
13 galley, but Keegan was moving back in that room the next day. We
14 share that room during fishing. He had moved out temporarily
15 until I went home and he was moving in the next day, which is why
16 I cleaned the room up real good, and I thought maybe he probably
17 could use the bowl and the glass. So, I didn't take them down to
18 the galley.

19 BY CWO [REDACTED]

20 Q. Darryl, this is [REDACTED]. Did you perform any work in -- for
21 the ventilation system in dry stores? Do you know how that works?

22 A. The ventilation system in dry stores? (Indiscernible)
23 ventilation system is above dry stores.

24 Q. Okay, if I told you that there was a fan system that comes
25 from the dryer lint box and pushes it out, would you know anything

1 about that?

2 A. No, I'm afraid I don't know.

3 Q. Okay.

4 A. No.

5 BY LT [REDACTED]

6 Q. Were there any exhaust fans located in dry stores at all?

7 Any forced-air exhaust fans?

8 A. Not that I recall.

9 Q. And do you recall any --

10 A. I didn't have much -- you know, electrically, I didn't have
11 much dealing with that area. This is not my gym there, you know,
12 I would -- I serviced stuff in the kitchen. But there really
13 wasn't anything back there that I would service during fishing.

14 Q. Sure.

15 A. I'm not overly familiar with that area. But no, as far as
16 the washer and dryer and those -- any lint fans or anything, no,
17 I'm not familiar with that. I mean, I wasn't involved with it,
18 let's put it that way. There were some other disconnects on that
19 wall and stuff, some different electrical equipment, and on that
20 wall next to the washer and dryer, right off the columns, is
21 exactly what that stuff is for because I didn't have to work on it
22 for any reason.

23 Q. Sure, do you recall any power strips in the galley area or in
24 the dry stores?

25 A. They used some power strips in the kitchen. I guess, you

1 know, for -- I know they had, like, a Bluetooth speaker and stuff,
2 it plugged in there. I think I've maybe seen one in the kitchen.
3 But anywhere else, no, that's -- I don't recall that either.

4 Q. All right, do you recall if any of the workers on board
5 plugging in any rechargeable batteries anywhere on the vessel?

6 A. No, I don't. What they may -- do you mean in the cabins and
7 stuff?

8 Q. Yeah, like, your -- you know, like, if you have a dual drill
9 or, you know, a rechargeable tool, were they plugging those in on
10 board?

11 A. Yeah, I had a dual -- I had all kinds of chargers in my shop.

12 Q. Okay, but anywhere down below deck?

13 A. Just the engine room that I know of and -- yeah, the engine
14 room area. But for -- let's see -- oh, the only thing on the
15 first deck there, really, is the galley, the kitchen area, and
16 then there's the area that the deck people use. In between that,
17 I know they have a TV in there and a little -- just a
18 little -- like kind of a little break area room in there. The
19 bathroom had a heater on the wall -- an electric heater. That's
20 everything. That's about it.

21 Q. Okay, and so on the 03 deck, they were cutting into the
22 overhead of one of the state rooms to replace some
23 connections -- well, to remove those connections. Did you do any
24 electrical work up in that area?

25 A. Which area again? Say it again.

1 Q. In the -- on the 03 deck.

2 A. Okay.

3 Q. They were cutting out some old hydraulic fittings?

4 A. Oh, yeah, that -- part of that went through my shop, yes.

5 Oh, hydraulic -- I think -- it was hydraulic fittings or was it

6 a -- it was a -- the fire main.

7 Q. I don't know. I thought it was -- it's -- it was in the

8 state room?

9 A. Oh, I know they -- right in my shop -- the corner of my shop,

10 in the stairway going up to the -- next to the third deck, right

11 over the stairway, there was a pipe that goes into my shop and

12 then turns up, and it was leaking and they'd come in and

13 they -- just a couple of days before I left, they were working in

14 that area, cutting that pipe out, and welding a new piece in.

15 that work had been completed and it was completed, I guess, the

16 day before I left, and it was pressure tested. Yeah, that was one

17 of the areas that fire watch guy had asked about that came around.

18 Q. Okay, was there any electrical wiring that you had to remove

19 for any of that?

20 A. No electrical wiring. I didn't do any electrical work at all

21 in the accommodation except where the battery chargers were on the

22 bridge level.

23 LT [REDACTED] Okay, thank you.

24 David, do you have anything?

25 CAPT FLAHERTY: No, I don't have any other questions, thanks.

1 LT [REDACTED] Ben, do you?

2 SA ROULEAU: I'm good.

3 LT [REDACTED] All right, well, Darryl, I think that
4 concludes the questions we have. I want to thank you for
5 participating in this interview. The time is 1:50. I'm going to
6 conclude the recording now.

7 (Whereupon, at 1:50 p.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 Darryl Hacker

ACCIDENT NO.: DCA23FM026

PLACE: Tacoma, Washington

DATE: April 27, 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.



Car
Transcriber