

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*
*
*
*
*
*

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

Accident No.: DCA23FM026

* * * * *

Interview of: MARTIN WLODARSKI, Electrician
Trident Seafoods

Trident Seafoods Facilities
Tacoma, Washington

Thursday,
May 25, 2023

APPEARANCES:

CWO [REDACTED] Investigating Officer
United States Coast Guard

LT [REDACTED] Investigating Officer
United States Coast Guard

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

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

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

ROSMERTA PITMAN, Interpreter
State of Washington

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Martin Wlodarski:	
By LT [REDACTED]	5
By SA Heller	16
By Capt Flaherty	22
By LT [REDACTED]	24
By CWO [REDACTED]	29
By Capt Flaherty	30
By Mr. Altenbrun	33
By CWO [REDACTED]	36

I N T E R V I E W

(10:02 a.m.)

1
2
3 LT [REDACTED] All right, good morning, the time is 10:02
4 a.m., Pacific Time. The date is May 25th, 2003 (sic). We are
5 conducting an interview in reference to the fire on board the
6 *Kodiak Enterprise*. My name is Lieutenant [REDACTED]. That's
7 spelled [REDACTED] I'm with the United States Coast
8 Guard. This interview is being conducted virtually, so I'll ask
9 everybody on the call to introduce themselves.

10 Martin, if you would like to go first?

11 MR. WLODARSKI: Yes, my name is
12 Martin Wlodarski, W L O D A R S K I. I am an electrician on the
13 *Kodiak Enterprise* .

14 LT [REDACTED]: Thank you.

15 [REDACTED]
16 CWO [REDACTED] Chief Warrant Officer [REDACTED], marine
17 investigator with the U.S. Coast Guard. Last name is spelled
18 [REDACTED] .

19 LT [REDACTED] David?

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

23 LT [REDACTED] Greg?

24 SA HELLER: My name is Greg Heller, I'm an ATF special agent
25 with the Bureau of Alcohol, Tobacco, Firearms, and Explosives.

1 We're assisting with the fire investigation and my last name is
2 spelled H E L L E R.

3 LT [REDACTED]: Ms. Pitman?

4 MS. PITMAN: My name is Rosmerta (ph.) Pitman, P I T M A N.
5 I am Polish (indiscernible) State of Washington.

6 LT [REDACTED] Larry?

7 MR. ALTENBRUN: Larry Altenbrun, attorney for Trident
8 Seafoods. My last name is spelled A L T E N B R U N.

9 LT [REDACTED] Thank you.

10 Martin, before we get started, I just want to put on the
11 record are you here voluntary, you're not being coerced into this
12 interview for any reason?

13 MR. WLODARSKI: Yes, I am here voluntarily for participating
14 in this interview.

15 LT [REDACTED]: All right, thank you, Martin.

16 INTERVIEW OF MARTIN WLODARSKI

17 BY LT [REDACTED]:

18 Q. So, we're just going to kick off, here. Can you just talk to
19 us about your maritime background? How long have you been
20 sailing, how long have you been working as an electrician?

21 A. I was -- I started with Trident in 2009 and I had no previous
22 experience to that date to -- working on the boats.

23 Q. All right, so starting in 2009 with Trident. Before that,
24 did you have any experience as an electrician on land?

25 A. Yes, I had previously in the United States, I worked for 11

1 years for Hugo Steele (ph.) as an electrician and then before
2 that, in Canada, for another eight years. So, the whole of my
3 career as an electrician.

4 Q. Okay, and so once you began with Trident -- have you been an
5 electrician the entire time you've been with Trident?

6 A. Yes, this is correct.

7 Q. Okay, and how long have you been serving on the *Kodiak*
8 *Enterprise*?

9 A. Right from the beginning. Maybe not in the (indiscernible),
10 but right from the beginning, *Kodiak Enterprise* was my go-to boat.

11 Q. Okay, and can you talk to us about what your schedule looks
12 like? How often are you on and off with the *Kodiak Enterprise*?

13 A. That varied over the years. At first, I was
14 offered -- Trident had a three-pack of contracts and I think they
15 (indiscernible) I ended up with two of them. Then first, at the
16 beginning, I was offered a daily contract because -- I would
17 change the contract every time I would go before sailing and, you
18 know, after maybe to 150, 160 days per year and then I was offered
19 the annual contract, which would be -- the difference would be
20 that they would -- I was specify how many days I want to be at
21 sea. And again, on average, it would be 150, 140 days a year and
22 the pay was different. On the annual contract, the pay was
23 steady, every four weeks, you know, considering that amount, say,
24 150 days on the -- contract days. Then there was overtime if I
25 would go overtime. Overtime would be paid separately on the, I

1 believe, second paycheck every new year.

2 Q. Okay. All right, well, thank you for that. Could you talk
3 to us about what your daily duties looked like as the electrical
4 officer on board the *Kodiak Enterprise*?

5 A. I was responsible for all the electrical system on the boat.
6 (Indiscernible)

7 Q. Okay, and when was the last time -- before the incident
8 occurred, when was the last time you were on the vessel?

9 A. I had departed from Alaska on February 23rd, 2023.

10 Q. And how long -- so, you departed on February 23rd, prior to
11 departing, how long had you been on the boat?

12 A. We had left -- hold on -- we left January 13 or 14. But I'd
13 have to go and double check on this. Left Tacoma on January -- we
14 left Tacoma on January 23rd, actually. I'm sorry, no, on January
15 13th.

16 Q. So, that previous trip was a little longer than a month that
17 you were on board?

18 A. That was not -- it wasn't a trip -- it was at least a couple
19 trips. I believe three trips, okay. But we call trip where the
20 boat -- they say sailing to Alaska to the (indiscernible), which
21 is just the sail time, usually six days, and that trip is
22 from -- the departure from, let's say, Dutch Harbor, to coming
23 back with a full load. In A season, usually, that averages 11 or
24 12 days, sometimes 10-days turnaround.

25 Q. Okay. All right, okay, perfect. So, in that previous time

1 you were on the boat, that January and February before you
2 departed, what kind of electrical -- were there any electrical
3 issues that you had to address or fix that you can recall?

4 A. Usually, starting at the factory, that's the challenge
5 usually on the -- prior to fishing, that would be several control
6 programs they're trouble shooting. Fishing equipment as well can
7 be. So, usually, this before we left for fishing and that could
8 be some problems. Other than -- that's all typical maintenance,
9 you know, prior to fishing. Other than that, I think nothing
10 unusual. I do not recall.

11 Q. Okay, so I'm not sure if you've been told, but we've kind of
12 narrowed the area that the fire occurred to the dry-stores area?

13 A. Yes.

14 Q. You know?

15 A. Larry mentioned it to me, yes.

16 Q. Okay, so we have a few questions for you in relation to that
17 area so that we can try to get a little more information on that.
18 So, do you recall any electrical issues that you had to fix, or
19 address, or anything like that in the dry-stores area of that
20 vessel?

21 A. No, not recently.

22 Q. Okay, so can you talk me through the last time you were in
23 there? Do you recall, like, what type of electrical equipment was
24 in the dry stores and then -- yeah, what kind of electrical
25 equipment is it?

1 A. So, the biggest -- I think the biggest piece of equipment was
2 the freezer compressor and kitchen air compressor. Then there
3 was, you know, I think the washer and dryer. That's about it with
4 it.

5 Q. Okay, so we'll start with the freezer and chiller. Do
6 you -- was there any issues you knew with the electrical system
7 for the freezer and chiller?

8 A. Not with -- not that I recall. Not recently.

9 Q. Okay, and we were -- we just -- through the investigation, we
10 were working on tracing out some of the electrical lines, and the
11 power sources, and everything. Do you recall where the freezer
12 and the chiller are powered from? Are they both -- did the power
13 for those both come on that deck or does one of them come from
14 above or below? Like, where's the input outlets?

15 A. So, the chiller and freezer -- and actually washers, maybe,
16 they go up -- can you hear me? I have a message that the link
17 was -- you hear me?

18 Q. We can hear you now. You broke up for most of -- if you
19 could go back, I asked the question where the freezer and the
20 chiller power comes from and then after that, you broke up. So,
21 if you could just restart that part?

22 A. Yeah, so the freezer and chiller, that was 230-volt equipment
23 and the -- both freezer and chiller had step-down transformers
24 from 480 to 230 and the freezer transformer was located below the
25 deck of dry stores in the bow section where the factory was

1 storing recoiling fiber, and all the plastic bags, and boxes. So,
2 that transformer was powered 480 and I believe, if I am correct,
3 that breaker 480 was above the change room in the 480 power down
4 below the dry-store area. Now, chiller had a local, small step-
5 down transformer mounted on the wall and the power -- again, I am
6 not -- if I am correct, the power was -- 480 breaker was coming
7 from the galley area on 480 power.

8 Q. Okay.

9 A. So, that's how that was powered.

10 Q. Okay, perfect. So, you mentioned the freezer, chiller, you
11 also said that there is a washer and dryer in there. Are those
12 always plugged in, are they in use, or what are those for?

13 A. They were used only when we were sailing and they were used
14 for galley staff to wash towels and -- I believe mostly towels.

15 Q. Okay.

16 A. So --

17 Q. Do you --

18 A. Yes?

19 Q. Do you recall how often that dryer vent is cleaned? Or do
20 you ever recall cleaning it yourself?

21 A. Yes, I have cleaned that and again, I am not hundred percent
22 sure, it was either beginning of this years' A season or B season
23 of last year. The dryer failed and we had to open it up. To open
24 it up, you had to remove the drop and then they said you can clean
25 that dryer very well. So, vent, I cleaned it personally at that

1 time when that was repaired.

2 Q. Okay, so the --

3 A. It was not even a year ago I am sure about -- you know,
4 because B season was, what, June or summer sometime, right? Yeah.

5 Q. Okay, when you cleaned it, do you recall -- was there a lot
6 of buildup in there or was it --

7 A. Yes, it was.

8 Q. Okay, and how often would you say you normally clean it? Is
9 it kind of just when --

10 A. This was not my responsibility to clean it. I just cleaned
11 it because I was there. I was called for -- because the dryer
12 failed, we had to work on the motor, and it was simply a lot of
13 dust in that area.

14 Q. Okay, so was it the actual dryer itself that failed?

15 A. The motor for the dryer. Yes, the dryer failed.

16 Q. Okay, and then also, I know that there is a ventilation
17 system there and we've been told that there is a booster fan in
18 the dryer-ventilation venting, are you aware of that?

19 A. Yes, there was a booster fan running -- it was plugged in,
20 booster fan, and prior to the fan, there was a removable, mesh
21 filter. You can -- like a drawer, you can take it out and clean
22 the lint, you know, at home dryers sort of idea. You use the mesh
23 filter and clean that area.

24 Q. And so, the booster fan that was put in there, did
25 that -- was that plugged in, stayed on all the time, or was that

1 connected with the dryer where it turns on with the dryer?

2 A. No -- yeah, I believe it was running all the time.

3 Q. Okay, and that would've probably not been unplugged while
4 they were in the shoreside maintenance period? Like, that
5 would've just been left on, right?

6 A. I believe so, yes.

7 Q. Okay. All right, so we hit the chiller, the washer, and
8 dryer, and then I know that some of the lighting system in the dry
9 store was undergoing transition -- working on transitioning them
10 to LED fixtures, were you a part of that process at all? Had you
11 transitioned any of those fixtures?

12 A. I do not recall personally changing, you know,
13 (indiscernible). But normally, what happens is -- on the *Kodiak*,
14 what happened is that we had changed for LED lighting most of the
15 bulbs. But storage areas, chiller, vent, freezer were left and
16 state rooms -- I believe most of the state rooms were left with
17 most of the lighting simply to -- we had a lot of spare
18 parts -- to utilize spares before we change for LEDs. So, I think
19 that was done five, four years ago. So, with the time
20 progression, now when a light would fail, we would go and convert
21 it into LED, you know, with LED bulbs which are now very cheap and
22 with the drivers inside. So, that was very easy transition. So,
23 that would be normal practice. We would go -- when the light
24 failed, we would go and change it to LED.

25 So, do you recall changing -- personally changing any of the

1 lights in dry stores?

2 A. No.

3 Q. Okay, so would the -- if the light failed and needed to be
4 transitioned to LED, would that have been done by the electrician
5 on the boat, or would you wait until the shoreside maintenance
6 period to do it?

7 A. No, that normally would be addressed by an electrician on the
8 boat if that fixture would fail. But sometimes, you know, we
9 still had a spare, you know, tubes -- old-style tubes. So, if
10 ballast was okay, we would put normal tubes in there.

11 Q. Okay.

12 A. But with the ballast fail, we usually -- I usually would go
13 and change it to -- rewire -- bypass ballast and to rewire it for
14 LED.

15 Q. Okay, so as far as you can recall, the freezer and chiller,
16 you said, were still the old system, they had not been converted
17 yet? But some of them had been?

18 A. Everything was in the process of converting in that period
19 now because as I am saying, when the light would require
20 maintenance, we would usually go and change it to LED, you know,
21 lately in the last couple of years.

22 Q. Okay. All right, so we -- washer, dryer, lights -- do you
23 recall, was there any store (audio glitch).

24 A. I'm sorry, you -- I lost --

25 LT [REDACTED] -- power strips, or extension cords, or

1 anything like (audio glitch).

2 UNIDENTIFIED SPEAKER: Dylan, you cut off for a little bit
3 there. You probably need to repeat that question.

4 BY LT [REDACTED]

5 Q. Okay, do you know, was there any sort of power strips, or
6 extension cords powering any sort of equipment in the dry-stores
7 area?

8 A. Yesterday -- okay, you hear me okay?

9 Q. Yes, I can hear you. Can you hear me?

10 A. Because you were breaking up. I don't know if my link is
11 slow or your link is slow. You're breaking up.

12 Q. Okay, can you hear me now?

13 A. Yes, I hear you fine. You were asking about the power strips
14 and yesterday, Larry showed me a picture of the power -- burnt
15 power strip and the power strip, I believe, was recovered from the
16 ship store area where the computer -- I don't know if they still
17 use it or not, but they connected a scanner to scan items which
18 they were selling. There was a computer installed for that
19 purpose. That power strip might have been used to -- when the
20 computer was installed. But I have not done that installation and
21 as I mentioned, yesterday to Larry, the boat storage -- the boat
22 shop was the area that I did not have access to. I had to ask for
23 the key to access that area. My key -- I didn't have a key to
24 access that area.

25 Q. Okay, that makes sense. So, as far as you know, though, that

1 was the only power strip or extension cords (indiscernible)?

2 A. I believe so, yes.

3 LT [REDACTED] Okay, and was there any --

4 MR. ALTENBRUN: Can I cut in for a second?

5 LT [REDACTED] Yes, Larry.

6 MR. ALTENBRUN: Martin, the conversation that you and I had
7 yesterday is subject to attorney-client privilege.

8 MR. WLODARSKI: Oh.

9 MR. ALTENBRUN: It's -- this is fine, but I just want to let
10 you know, don't discuss -- don't say what Larry and I discussed
11 because that's privileged and we want to keep it privileged. Just
12 tell them what you know, okay?

13 MR. WLODARSKI: Okay, sorry.

14 MR. ALTENBRUN: It's okay, thank you.

15 LT [REDACTED] All right, thanks, Larry.

16 BY LT [REDACTED]

17 Q. And then, I guess the last kind of question about that space
18 that I have is did you know, were there any problem outlets or
19 any -- you know, any plug-in outlets there that you had to replace
20 or do any work on?

21 A. In the dry-storage area?

22 Q. Yes, in the dry-storage area.

23 A. I believe there was one draggable outlets above the dryer.
24 Then another one was in the shop -- boat shop area. So, there
25 were two more outlets, I believe, in that area only.

1 Q. And you had never had any issues with them?

2 A. No.

3 Q. Okay.

4 A. That was installed prior to me working on the boat and I had
5 not covered.

6 LT [REDACTED] Okay, sounds good. Well, thank you. I'm
7 going to pause real quick before I move onto another set of
8 questions to allow everybody else to ask any questions they may
9 have about the actual dry stores.

10 So, Greg, do you have any follow-on questions you would like
11 to ask?

12 SA HELLER: Thank you, yeah, just a couple clarifying things.
13 You covered a lot of my questions.

14 BY SA HELLER:

15 Q. Martin, you mentioned the failure of the dryer. Do you
16 recall which dryer that was because I believe there were two,
17 right, like, one on the top and one on the bottom?

18 A. I believe it was the bottom dryer. We were not using -- we
19 were using only one.

20 Q. Okay.

21 A. And I believe it was the bottom.

22 Q. Okay, and when you say failed, it just stopped working or
23 what happened?

24 A. Stopped working.

25 Q. Okay.

1 A. It would not work.

2 Q. All right, and do you recall about when that was? Was that
3 in the B season?

4 A. Yes, in the beginning of B season last year or beginning of A
5 season this year.

6 Q. Okay.

7 A. But the exact date I don't remember.

8 Q. I totally understand. No, we appreciate you trying to help
9 us out and remember what you can. So, B season would be late
10 summer and A season is beginning of the winter?

11 A. Beginning -- no, I work -- it was usually -- I would start
12 the season.

13 Q. Okay.

14 A. So, it was the -- it would be early summer, either May or
15 June.

16 Q. Okay.

17 A. The B season would be early winter, January to February.

18 Q. Okay, got it, thank you, and did you, in fact, end up having
19 to replace a motor or were you able to fix what was the issue?

20 A. No, I believe the motor was -- they said -- you know, on the
21 dryer is a tricky circuit to start the motor. It is a contactor
22 mounted right on that motor and I believe simply cleaning it fixed
23 the problem; it started to work. We did not have to replace the
24 motor.

25 Q. Okay -- and thank you for that about the dryer. When you

1 cleaned -- when you said you cleaned it out, did you clean from
2 behind the dryer and into that tube, or did you clean from the
3 deck down? What portions of that did you clean out?

4 A. Just inside the dryer.

5 Q. Okay.

6 A. Just inside. I didn't go, you know, to the duct to clean it.

7 Q. Okay, got it, thank you. As far as the outlets, you
8 mentioned those two ones, were -- I'm assuming the dryers were not
9 110, were they 220 or something like that? Or was it a
10 standard --

11 A. No, it was 110 -- dryer was 110 -- no, the washer was 110 and
12 dryer -- you know, I don't remember. I don't know.

13 Q. Okay.

14 A. They both had two-way plug there or it -- it had to be
15 because usually, we had -- all of our dryers were two way, so it
16 had to be a two-way plug.

17 Q. Okay.

18 A. But I don't remember exactly.

19 Q. No problem, thank you. As far as the lights in the dry
20 stores, do you know where or what type of switch was used for
21 that? Was it always on, was there a hand switch, was there a
22 motion switch, do you recall?

23 A. There was no motion switches on the boat. So, it was only
24 hand operated switch -- manual wall switch.

25 Q. Do you recall where that was?

1 A. I believe it was either right before you entered the dry
2 stores or beside the refrigerator in the cooking area -- in the
3 galley cooking area.

4 Q. Okay.

5 A. Two of the places I would place it, you know.

6 Q. It's been described to us as that that was usually just left
7 on, is that consistent with what you --

8 A. Yes, all the lights, all the bulbs. Normally they would be
9 left on in port. All the lighting is.

10 Q. Okay, and then the conversion to LED process, you said that
11 started about five years ago and it's still on going, is that
12 correct?

13 A. No, it was five years ago when these LED lights became
14 available. We went ahead and converted all the common areas,
15 which was hallways, galley eating area, and yes, we converted it
16 to LED. That was the first step, I believe, and I think at the
17 same time, we did the engine room. Just five years ago -- I
18 believe it was five, six years ago that lights did not have an
19 internal driver. The drivers would be steel, sort of a ballast
20 look like device because you would remove the ballast, restore
21 that driver, and then that driver would power tubes. Next year,
22 we would go and replace (indiscernible) with the same LED light.
23 But -- and I believe factory would use higher temperature -- 5,000
24 (indiscernible) temperature and that was -- it's a project. So,
25 everything, factory -- change room, factory, all the factory

1 levels, so hallways, refrigeration area, that would be replaced
2 with that LED lighting.

3 So, that was two separate stages of that conversion. Where
4 the storage area is will be left -- and I believe most of the
5 state rooms will be left as traditional lighting to utilize the
6 spares we had for future. So, that -- in the last three years,
7 the LED with the internal driver became available and very cheap,
8 so that would be replacing -- that would be the process that I
9 described. Now, when the leftover light failed, we would go and
10 convert it to LED lighting.

11 Q. Okay, so for that last process you described where you're
12 converting as one fails, can you just briefly describe to me the
13 process you would go through to take it from an old fluorescent
14 fixture to the LED fixture?

15 A. Yes, we would usually go and remove the ballast and then
16 these new tubes had a power -- incoming power coming to one end of
17 the LEDs. So, then we would rewire power to circuit, you know,
18 and then install. So, the ballast would be completely removed and
19 the new LED light would be connected to the old circuit if the
20 circuits were good. Sometimes, we would go and change the
21 circuits, too, if the circuits were, you know, broken or not
22 usable.

23 Q. Okay, and when you say removed, you removed the ballast from
24 the circuit, but did you also physically remove it from -- like,
25 you'd take it off the chip?

1 A. Yes, that's what I would do. I would remove the ballast from
2 the fixture because then we recycle. That was the recycle
3 process. We would -- some of the ballasts -- you know, old
4 ballast were -- I mean heavier than some. Over the years, before
5 LED, we would replace two with the electronic ballast. So, now,
6 which line was which, really, I don't know.

7 Q. Was there a procedure such that it was always an electrician
8 that would change out the bulbs or could it happen --

9 A. Yes, that was the normal.

10 Q. Okay, so if a fluorescent tube went out and just stopped
11 working, could another crew member just replace it without
12 changing the ballast or was it always an electrician?

13 A. Not likely. They would -- if I was on the boat, they would
14 come and tell me that light doesn't work or I would notice it on
15 my, you know, rounds. So, if I noticed it, I would go and change
16 it. State rooms, they would come and say hey, my light doesn't
17 work and I would go and change it.

18 Q. Were the extra bulbs on the vessel stored somewhere that
19 everyone had access to them?

20 A. Yes.

21 Q. Where were they kept, do you know?

22 A. There were two areas. The new LEDs were kept with
23 (indiscernible), which was on the third level where the hot water
24 tanks were. So, that was my area. I had some storage area there,
25 so I would store LEDs there and another storage area would be

1 above the stairs where you go to the bow (indiscernible). That
2 would be another area -- my storage area for fluorescent tubes and
3 some LEDs, but mostly for all lights -- you know, fixtures and
4 fluorescent tubes.

5 Q. Okay, and was there always an electrician on the vessel when
6 the crew was there?

7 A. No. I mean, when we were fishing, yes.

8 Q. Yeah.

9 A. But in port, no.

10 Q. Sure, I understand. I meant when you're underway, when
11 you're fishing, there's always an electrician?

12 A. Yes.

13 SA HELLER: Okay, thank you for that. Let's just check my
14 list here. I think that's all I have for right now. Thank you.

15 MR. WLODARSKI: Okay, thank you.

16 LT [REDACTED] [REDACTED] do you have any follow-up questions?

17 CWO [REDACTED] I do not.

18 LT [REDACTED] David, any follow-up questions on this
19 portion?

20 CAPT FLAHERTY: Yeah, sure.

21 BY CAPT FLAHERTY:

22 Q. I appreciate your coming in here and talking about the
23 electrical system. How -- when was the last time you were in that
24 dry-stores room, do you remember?

25 A. I do not recall.

1 Q. At any time you had previously been in the dry stores, had
2 you ever smelled anything like any kind of, like, slight smoking
3 odor?

4 A. No.

5 Q. The electrical wirings that were specifically in the dry-
6 stores area, the cables themselves, did they have an armor
7 sheathing over them or were they just rubber or plastic
8 insulation?

9 A. I believe most of the lighting of the boat was original
10 lighting. So, they would be, you know, steel unless it was an
11 addition, which I don't know which light was added or -- I have
12 not -- personally, I have not did any addition in that area, any
13 lights or anything.

14 Q. Has there been any electrical cable in the dry-stores area
15 that's been replaced in, let's say, the last six months?

16 A. No, not so I know about it.

17 Q. Has any -- has there ever been a situation where an
18 electrical cable has rubbed up against something hard or was not
19 properly mounted and any chaffing occurred that might've exposed
20 the internal wires?

21 A. Do you mean on the boat?

22 Q. Yeah, on the boat. Specifically in the dry-stores area, but
23 if there are other areas, yeah, if you could just note them?

24 A. No, not -- I have not -- I do not have such experience. Not
25 in the -- we call it house. That would happen most often, you

1 know, in the factory because that would be -- the insultation
2 would be cut or roped. But not in the house area.

3 CAPT FLAHERTY: Okay, that's all the questions I have. Thank
4 you.

5 LT [REDACTED] Larry, did you have any follow ups?

6 MR. ALTENBRUN: No, not right now.

7 BY LT [REDACTED]

8 Q. All right, well, thank you for all of that, Martin. We have
9 a few kind of other areas that we want to talk about and one of
10 them that we kind of just want to get some clarification on is the
11 fire alarm or fire detection system. We've had some conflicting
12 information, so we were hoping you could talk to us a little bit
13 about that system. So, can you just kind of give us an overview
14 in the house of what kind of fire detection was there? Was there
15 smoke detectors, heat detectors, what was in the house?

16 A. Yes, so the heat detectors were stored above the cooking
17 area. That was, I believe, two heat detectors. Then apart from
18 that, there were smoke detectors, which were distributed
19 throughout the boat and all the smoke detectors were connected
20 through remote IO, remote modules -- seaman's modules. I call it
21 remote IO. Most likely, two of the smoke -- I would say to
22 adjacent of the state rooms with smoke detectors and theses two
23 smoke detectors would be connected in series and connected to one
24 input of that remote IO, which was, you know, distributed through
25 the boat, through the house. That remote IO would, through the

1 communication pads, would communicate with the PLC, which was in
2 the engine room. If the circuit was open -- so, normal operation
3 would be that the contacts were closed for -- let's say there are
4 two smoke detectors in the series, two contacts closed, input on,
5 and then that was normal operation. When that input would drop
6 off, then alarm would be triggered through the boat.

7 How the alarms were distributed was we had, I believe, five
8 horns of alarm -- or six now when I think it over. One was
9 control room in chief's office, where there was a
10 screen -- display screen and audible alarm installed, another one
11 was right outside his office where again, screen -- communication
12 screen and audible alarm was installed. Then in the engine room,
13 it was audible and a light beacon installed. Then the fourth was
14 the refrigeration area where audible and light beacon -- it wasn't
15 a light beacon -- actually, I am not sure if there was a light
16 beacon in there. I am for sure an audible alarm in that area.
17 Then there was a pilot house where they had a screen and audible
18 alarm and there was -- the last one was in the -- we call it
19 change area, right outside manager's office where audible and
20 light beacon was installed.

21 So, what would happen, when, you know, smoke alarm would be
22 triggered, then -- you know, triggered, meaning the relay would
23 open in that smoke alarm detecting smoke or failing. The alarm
24 would be triggered through the boat and now chief would read it on
25 his display, usually at (indiscernible) or captain would

1 (indiscernible) and read it and as I described at the beginning,
2 it would say state room 12 and 13. So, there -- one of these
3 alarms would be triggered, right, so the display would say smoke
4 alarm state room 12 and/or 13. That would be the message. Then
5 the captain would send -- that was it, the captain would send deck
6 hands to that state room to investigate or -- and call me, or call
7 me, or I would be notified to investigate that alarm as well.

8 Q. Okay.

9 A. So -- yes?

10 Q. No, go ahead.

11 A. No, go ahead.

12 Q. Okay, so I was just going to ask -- so, there's no -- how in
13 the house, then, would somebody be notified? You listed where the
14 readouts were, was there an alarm, then, like a general alarm that
15 it was connected to? Or if somebody was sleeping in their state
16 room, how would they know there was a fire?

17 A. No, that's -- no, there was no connection between general
18 alarm and smoke alarm. General alarm would have to be triggered
19 by human, which in the suite, was in powerhouse. So, that would
20 have to be triggered by touch or somebody in (indiscernible). But
21 alarm -- both alarm -- no, smoke alarms were -- both alarms
22 because it's more than just a smoke alarms. Older alarms like an
23 engine room, you know -- let's say the high temperature, water
24 high temperature, jacket water high temperature, or low water
25 pressure would be the same trigger process that the smoke alarm.

1 So, that was -- so, smoke alarm would not -- fire alarm was not a
2 stand-alone system, let's put it this way.

3 Q. Okay, so -- and from what I understand as well, there was a
4 difference between -- in that system between at-sea mode and in-
5 port mode, is this correct?

6 A. I am not aware of such a difference.

7 Q. Okay. All right, so it's just -- it works the same all the
8 time. So, if they're in port -- you know, for example, the crew
9 members there were sleeping when the fire broke out when they were
10 in port, how would they have been notified? Were there any
11 repeaters, any horns, or anything like that in the house that
12 would've notified the crew that there was a fire if there was
13 nobody on the pilot house or in the engine room to read those
14 panels?

15 A. No, only one in the house would be the one in the change
16 room, so -- because it's below galley, simply, that could be heard
17 in the house, that alarm. But there was no designated alarm
18 through the house which would beacon or which would notify about
19 that smoke alarm.

20 Q. Okay, and then, you know, during in-port periods, there's a
21 lot of hot work that gets done and everything like that and if
22 somebody were to remove a smoke detector in order to conduct hot
23 work, would that then isolate that branch of the system because
24 you mentioned that they're conducted in series. So, say you
25 remove one of the smoke detectors and you acknowledge that, would

1 the rest of the system still be active or would it disable?

2 A. Yes, only this -- let's say electrical short and there's
3 smoke detectors, so somebody would go out and remove that smoke
4 detector, alarm system would notify and indicate that smoke alarm,
5 electrical short. That would be messaged. So, that acknowledged
6 then the system would work correctly apart from that area. If the
7 fire broke in that electrical short area, then nothing would
8 happen.

9 Q. But you said -- and then you had mentioned that at most, it
10 was usually two or three detectors was in one zone or series, or
11 were there some zones that were much bigger where if you removed
12 one --

13 A. Two, maximum three, and again, I don't remember areas where
14 that would be the case. Normally or single and say, you know,
15 (indiscernible) examples, you know. So, that was a mix, but that
16 indication would be very clear.

17 Q. Okay, and were those panels -- or the alarm panels, were they
18 fairly loud or were they fairly quiet? Can you recall what it
19 would sound like?

20 A. They were very loud -- like in the engine room, very loud.
21 Very -- extremely loud, I would say, you know, impossible to not
22 notice. In the pilot's house, it might've -- I don't know pilot's
23 house, I don't know pilot's house, I have not spent much time
24 there. But I believe in port, could be -- you know, because in
25 port, it's much wider than when the boat is sailing. So, it could

1 be pretty indicative.

2 Q. Okay, so where on the vessel is your state room located?

3 A. My state room was on level two.

4 Q. Okay, so from your state room, do you ever recall -- if you
5 were sleeping in your state room, could you ever hear those alarms
6 going off? Understanding that it's the same alarm connecting to
7 things, so it's probably going off frequently?

8 A. No, I would not hear this alarm. But I try to emphasize do
9 not -- go to general alarm. General alarm was very audible and it
10 was specially designated to wake me up. So I would hear general
11 alarm, but no normal smoke because smoke alarm was triggered and
12 when sleeping, I would not know about it.

13 LT [REDACTED] Okay, perfect. That sounds good, thank you.
14 On the fire alarm system, that's the only questions I have, so I'm
15 going to pause here.

16 Greg, any follow ups?

17 SA HELLER: No, nothing on the fire-alarm system, thanks.

18 LT [REDACTED]: All right, [REDACTED]

19 CWO [REDACTED] Did you want to go into the remote system or do
20 you just want to stay on that?

21 LT [REDACTED] No, you can go into that if you want if you
22 have questions on it.

23 CWO [REDACTED] Okay.

24 BY CWO [REDACTED]

25 Q. So, a question about -- excuse me -- there was a system that

1 would send a cell text on board, is that correct?

2 A. I was not aware of that system. That system, it was
3 installed and I was not notified about that installation.

4 Q. Okay, well, then --

5 A. So, I was not aware. I know what you're referring to, but I
6 was not aware of that connection.

7 CWO [REDACTED] Okay, well, then, I've got no further questions on
8 that. Thank you.

9 LT [REDACTED] All right, David, any follow ups?

10 CAPT FLAHERTY: Yeah, just a bit.

11 BY CAPT FLAHERTY:

12 Q. Just to clarify, sir, if a space had a fire, the smoke
13 detector would send a signal to either the bridge, the chief
14 engineers, or the chief mate's office, and the engine room, right?

15 A. This is correct.

16 Q. Okay, so it went to -- so, in the chief mate's or the chief
17 engineer's office, when the alarm went off or smoke was detected
18 and the system is sending a signal, is it only a visual alarm on a
19 computer screen or is it both a visual alarm on the computer
20 screen and an audible alarm loud enough to wake someone up?

21 A. I mean, not wake somebody up in the house. But it's an
22 audible alarm, you know, when you're in the office. You know, if
23 the chief was in the office, he can hear it and see through the
24 screen. The same in the pilot's house, they can hear it and see
25 it on the screen.

1 Q. All right, and is that just a regular computer screen like
2 I'm looking at right now?

3 A. No, they were designated displays for this alarm system.

4 Q. All right, and do you know if the designated display with the
5 audible alarm associated with it, did it have a volume so someone
6 could control the volume on how loud it --

7 A. I don't believe so, no.

8 Q. Okay.

9 A. They were everywhere, you know, up in the pilot's house,
10 there were, you know, horns installed and that was coming -- an
11 output from PLC to turn that horn on.

12 Q. Okay, and at the smoke detector, did it also have a flashing
13 light or it was just to indicate which detector went off?

14 A. Yes.

15 Q. It did?

16 A. Yes, the smoke detectors themselves were equipped with a
17 flashing light and when the flashing light was flashing, that was
18 indicating that the smoke detector operates correctly. When the
19 light became stead -- red steady, then the smoke detector
20 was -- indicated the light -- steady light would indicate that the
21 smoke detector was triggered or there was no -- I believe there
22 was a fast flashing which would indicate failure of that smoke
23 detector.

24 Q. Okay, and the smoke detectors, were they operated off of a
25 battery system?

1 A. The whole alarms, no, they were powered from the 110-volt
2 lighting power.

3 Q. So, they didn't have a battery backup?

4 A. The whole system had a battery backup.

5 Q. Okay.

6 A. The whole system was powered from 24-volt generator
7 batteries.

8 Q. Okay.

9 A. So, that was battery backup. So, let's say to lose that
10 system, you would have to use the control power for generators.

11 Q. Okay, just asking for your opinion, the fire started and we
12 suspect it burned for quite some time before it was -- and we're
13 under the impression that the people on board never heard the
14 alarm because they were not waking -- they were not woke by the
15 alarm. Are you surprised to hear that?

16 A. No, because as I said before, I would not be able to hear in
17 the house, you know, smoke-triggered alarm.

18 Q. Okay, do you know if there was a smoke detector in what was
19 referred to as the row blocker -- or the line locker?

20 A. Line locker?

21 Q. Yeah.

22 A. That was the --

23 Q. It was the space that was just above the dry-stores area.

24 A. Yes, there was.

25 Q. All right, okay.

1 A. There was there and there was -- that was the same where -- I
2 mean, next to it would be (indiscernible) that's what you call it.
3 Maybe in stores area, that would be the same level and the smoke
4 detector was in that line storage you referred to and the same in
5 the (indiscernible) tank and separate smoke detectors.

6 Q. Okay.

7 A. Smoke detectors.

8 CAPT FLAHERTY: All right, thank you. That's all the
9 questions I have.

10 LT [REDACTED] Larry, any follow up?

11 MR. ALTENBRUN: Yeah.

12 BY MR. ALTENBRUN:

13 Q. Let's just be really clear, Martin, so there were six places
14 on the boat where there would be some sort of output if a smoke
15 heat detector were triggered and those are number one, the control
16 room of the engine room and you indicated that that would be a
17 screen and an audible alarm. Is that right?

18 A. This is correct.

19 Q. The second is outside the chief engineer's office and that
20 would also be an audible alarm and a screen, correct?

21 A. This is correct.

22 Q. The third is the engine room itself would have an audible
23 alarm and a light, correct?

24 A. Beacon, correct.

25 Q. Thank you. The fourth is the refer (ph.) area or refer flat

1 and that would be an audible alarm, is that correct?

2 A. And screen. I forgot to -- there was a screen as well.

3 Q. Okay, so there's a screen and an audible alarm there,
4 correct?

5 A. Yes, correct.

6 Q. And then the fifth is the pilot house where there is also a
7 screen and an audible alarm?

8 A. Correct.

9 Q. And the last area is the crew change area where there was an
10 audible alarm and a light beacon, right?

11 A. Yes, and I forgot just a light beacon in the galley
12 area -- galley eating area.

13 Q. Okay.

14 A. So, that was the last one.

15 Q. Okay, so no audible alarm, but there was a light beacon?

16 A. Just a light beacon.

17 Q. All right, and then if a smoke detector was triggered in a
18 state room, that smoke detector would give some sort of visual
19 sign with a light, is that right?

20 A. Yes, each smoke detector was equipped with a small indicator.
21 When you look at it from, you know, below, you could see that
22 light and that light, it would flash every couple of minutes and
23 that would indicate proper operation of that smoke detector. If
24 that light would be steady, that would mean that the smoke
25 detector is triggered. Let's say you have two smoke detectors in

1 state room number 12 and state room number 13 and you have an
2 alarm reading smoke alarm state room 12 or 13, I would go and look
3 at the smoke alarm in state room number 12 and if that would be
4 flashing, then that means okay. Then I would go to state room
5 number 13, look at that alarm, if the light was steady, that means
6 that smoke alarm is triggered. Then normally, I would replace it
7 with a new one.

8 Q. Okay, and if -- in your example, if it was -- the smoke alarm
9 in state room number 13, would that also provide any sort of
10 audible sound or no?

11 A. Not in the state room. There was no designated, you know,
12 audible alarms in the state rooms, no.

13 Q. Okay, and the -- you mentioned the battery backup for this
14 smoke-alarm system, the battery backup for that is different from
15 the battery backup from the general alarm, is that correct?

16 A. This is correct. The general alarm, it was -- there was a
17 battery underneath the pilot's house and that's a 12-volt system,
18 where the smoke-alarm system is powered from the generators
19 battery backup power, which is a 24-volt system. Batteries are
20 located down in the engine room where as I said, the general alarm
21 battery is underneath the pilot house.

22 Q. You also said that if you were asleep in your state room, you
23 probably would not hear the smoke-alarm system if it had been
24 triggered. Is that also true if the ship was in port and all of
25 the ship's engines and other equipment was turned off?

1 A. Yes, that's correct. Yes, because -- I mean, yeah, I would
2 not hear it in port as well. That's what I think.

3 Q. Okay, how is your hearing? Is your hearing good?

4 A. Good, yeah, it's okay.

5 MR. ALTENBRUN: Okay, that's all the questions I have right
6 now. Thank you.

7 LT [REDACTED] All right, well, those are kind of the big
8 areas that I had wanted to hit. So, I'm just going to go around
9 again and give everybody the option to bring up and discuss any
10 other topics that they want to talk to Martin about or any kind of
11 follow ups that were triggered again.

12 So, we'll start with Greg.

13 SA HELLER: No, I'm good. I appreciate his time.

14 LT [REDACTED] David?

15 CAPT FLAHERTY: No, I'm fine.

16 Thank you, sir, for taking the time to talk to us.

17 LT [REDACTED] [REDACTED]

18 CWO [REDACTED]: Yeah, I just want to clarify one thing on the
19 smoke alarms.

20 BY CWO [REDACTED]

21 Q. When we're talking about a light beacon, is that on the smoke
22 alarm itself, or is it a light beacon in a general area?

23 A. In the general area.

24 Q. So --

25 A. So, when I say light beacon, that light beacon would be

1 installed on the ceiling, a rotating beacon. So, when the alarm
2 was triggered, that light would indicate to everybody that there's
3 an alarm -- active alarm.

4 Q. Okay, I'm going to try to do something here, so forgive me
5 for just a second. I am looking at the fire and safety plan and
6 I'm going to try and share my screen, so you can -- so everybody
7 can view this because this is what I'm trying to get on this light
8 beacon. All right, can you see the screen -- the fire and safety?

9 A. Yes, I do, is this a question for me or for everybody? I can
10 see.

11 CWO [REDACTED] It's for you, but I want everybody to see this,
12 okay. So, on your symbols here at number -- you've got the
13 general alarm light --

14 MS. PITMAN: Let me get to it.

15 MR. WLODARSKI: (Indiscernible).

16 CWO [REDACTED] Okay, I don't know if I can --

17 LT [REDACTED] [REDACTED], you'll have to blow it up a little bit
18 because it's pretty small.

19 MR. WLODARSKI: No, I've got it.

20 CWO [REDACTED] How is that? Is that better for everybody?

21 LT [REDACTED]: Maybe hit it one more time. There you go.

22 CWO [REDACTED] Is that better?

23 UNIDENTIFIED SPEAKER: Yes.

24 BY CWO [REDACTED]

25 Q. Okay, so down here, it says six general alarm light?

1 A. Six.

2 Q. So, it's got the general alarm light beacon. That's the only
3 beacon I see on this safety. It's in that first column, it's just
4 below the heat sensor listed?

5 A. I see -- I mean, yes, I see it, number six.

6 Q. Yes, so --

7 A. Alarm light, yes.

8 Q. Yeah, so you see that right there? So, on that, you've got
9 them on different places. So, this is the factory -- oops -- the
10 factory deck, there's one just behind the hatch, forward, and aft,
11 and then if you go to the mess in that, you know, you've
12 got -- there's no beacon in the mess. It's just got a smoke
13 detector and then it shows the general alarm bell signal and then
14 moving up to the futsal (ph.) deck, in your passageway, you've got
15 this beacon and general alarm. So, is that the beacon that you're
16 talking about if the fire alarm -- I mean if the smoke detector is
17 activated, that will go off and start strobing?

18 A. Could you go -- scroll back to that number six and what it
19 says again there? Let me see. So, this is general alarm light,
20 which is different than both alarm beacon. So, general
21 alarm -- that light for general alarm would come when the general
22 alarm was activated. The same with this audible -- this system's
23 audible alarm. That would be general alarm.

24 Q. Okay.

25 A. The beacon I am referring to is the beacon seen for the both

1 alarm where the smoke alarms were connected to. So, that's who
2 separate systems.

3 Q. Okay, so then on this, it doesn't show those beacons for
4 you --

5 A. No, I did it so -- they were -- you know, they were custom
6 installed, let's put it this way. When they -- because the system
7 we had was changed from the older one at some point. But again, I
8 don't know when that was. It happened before I started to work on
9 the boat. So, maybe old system had beacons already there and they
10 were just utilized for the newer system.

11 Q. Okay, so this was a newer system installed and that -- so, if
12 I was -- if I walked out into the passageway, I would see a light
13 going off saying that there was a -- indicating an alarm?

14 A. General alarm.

15 Q. Okay, so general alarm?

16 A. General alarm, which was triggered -- general alarm was the
17 most serious alarm -- on our boat, at least. That would be
18 calling for evacuation.

19 Q. Sure, okay. That where I'm a little confused on the beacon
20 that you're talking about and I just wanted to clarify that
21 because we're talking about a bunch of beacons and stations, but
22 you were saying that if a smoke alarm is triggered, there would be
23 a visual light that somebody could see. Where are those -- where
24 would that light be located?

25 A. It was -- the light would be, I believe, in the four areas I

1 had indicated. One in the engine room, one in the -- on the
2 compressor refrigeration system, one in the change room in
3 the -- you know, factory change room, so it's the factory level,
4 and one in the galley-eating area.

5 Q. Okay, so there is none in the living spaces for the crew in
6 the passageways?

7 A. No.

8 CWO [REDACTED] Okay, all right, that's what I'm -- thank you, I'm
9 clarified, so thank you for that.

10 MR. ALTENBRUN: And again, [REDACTED], when I was asking Martin
11 questions, he clarified that on the smoke and heat detection
12 system, there are essentially three different types of outputs, an
13 audible alarm, a visual beacon, and then that screen, which is
14 like a, you know, computer screen. He went through all of the
15 different places where these were located when I was asking
16 questions.

17 CWO [REDACTED] Sure, I was just confused on that visual beacon
18 because I was trying to compare it with the fire-control plan.
19 So, that's where my confusion was at.

20 MR. ALTENBRUN: Right, they don't appear to be shown on that
21 fire-control plan.

22 CWO [REDACTED] Correct, yes, thank you. I appreciate that.
23 Thank you, Martin.

24 That's --

25 LT [REDACTED] Larry, any --

1 Oh, go ahead, [REDACTED]

2 CWO [REDACTED] Just going to say that's all I have.

3 LT [REDACTED] All right, perfect.

4 Larry, do you have any final follow-up things you would like
5 to clarify?

6 MR. ALTENBRUN: No, I don't think so.

7 LT [REDACTED] All right, I'll give everybody one last
8 chance. All right, well, hearing none, I think that this
9 concludes the interview.

10 Martin, I want to thank you for taking the time to answer our
11 questions. It's very helpful for us to get to hear what you know.
12 It helps us to kind of put the pieces together and just helps our
13 process of figuring out what happened and how we can potentially
14 help to prevent it from happening again. So, do you have any
15 final questions for me before we conclude?

16 MR. WLODARSKI: No, I do not.

17 LT [REDACTED] All right, well thank you.

18 For everybody who is recording, we'll conclude the recording
19 at this point. The time is 11:14 a.m.

20 (Whereupon, at 11:14 a.m., the interview was concluded.)

21

22

23

24

25

CERTIFICATE

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

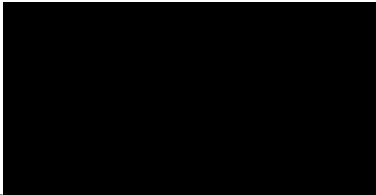
IN THE MATTER OF: FIRE ABOARD *KODIAK ENTERPRISE*
 NEAR TACOMA, WASHINGTON
 ON APRIL 10, 2023
 Interview of Martin Wlodarski

ACCIDENT NO.: DCA23FM026

PLACE: Tacoma, Washington

DATE: May 25, 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.



Carolyn
Transcriber