

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

\* \* \* \* \*

Interview of: THERESA DE LA ROSA, Safety Supervisor  
Trident Seafoods

Tacoma, Washington

Friday,  
April 14, 2023

APPEARANCES:

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

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

LT. COMMANDER [REDACTED], Chief of Investigations  
United States Coast Guard

ELIZABETH STRUNK, Counsel for Trident Seafoods  
Nicoll, Black, and Feig

LARRY ALTENBRUN, Counsel for Trident Seafoods  
Nicoll, Black, and Feig

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I N T E R V I E W

(11:29 a.m.)

1  
2  
3 CWO [REDACTED]: This is Chief Warrant Officer [REDACTED]. Last  
4 name is spelled [REDACTED]. The day is April 14th, time 11:29 local.  
5 We're at Trident facility conducting interviews about the fire on  
6 the *Kodiak Enterprise*.

7 Also in the room, I have?

8 MR. HELLER: Special Agent Greg Heller with the Bureau of  
9 Alcohol, Tobacco, Firearms, and Explosives, ATF, and my last name  
10 is spelled H-e-l-l-e-r.

11 LCR [REDACTED]: Lieutenant Commander [REDACTED], Chief of  
12 Investigations. Last name is spelled [REDACTED].

13 MS. STRUNK: Elizabeth Strunk with Nicoll Black & Feig,  
14 representing Trident. Last name is spelled S-t-r-u-n-k.

15 MR. ALTENBRUN: Larry Altenbrun, counsel for Trident  
16 Seafoods. Last name is spelled A-l-t-e-n-b-r-u-n.

17 MS. DE LA ROSA: Theresa De La Rosa, Trident Safety  
18 Supervisor. Last name is spelled capital D-e, capital L-a,  
19 Capital R-o-s-a.

## INTERVIEW OF THERESA DE LA ROSA

20  
21 BY CWO [REDACTED]

22 Q. All right, Theresa, so on Friday, were you onboard the  
23 vessel?

24 A. Just once.

25 Q. Okay. And what were you doing on the vessel?

1 A. I was sniffing the fish oil tanks to check their air quality.

2 Q. So, okay, so sniffing, as in -- explain that to people that  
3 don't know what you do.

4 A. As shipyard competent person, supervisor, whenever our  
5 regular SCPs don't have time to do, I'm trying to make sure it  
6 gets done. It came to my attention that the fish oil tanks hadn't  
7 been air quality tested for toxins, carbon monoxide air levels.  
8 There was no hot work going on there. It was just safe for entry  
9 verification.

10 Q. Okay. And where are those located?

11 A. Those are located next to the engine room in the processing  
12 plant, so below deck.

13 Q. Below deck?

14 A. Yeah. So where they'd be, it's -- let me see -- so if you go  
15 into the factory, right by the engineer's, the ship's engineer's  
16 office, they're directly aft of the ship engineer's office. So  
17 let's see. Be below the main deck by the refrigerated cargo hold,  
18 aft of it. So you'll see fish oil plant, fish oil day tank, port  
19 and starboard.

20 Q. Okay. I see it. All right.

21 A. That would be on --

22 Q. So that's in the hold on this drawing? It's labeled as the  
23 "Hold Plan"?

24 A. Actually, it is in the engine room.

25 Q. Okay. Yeah, but we're looking at the --

1 MR. HELLER: The overall --

2 BY CWO [REDACTED]

3 Q. General arrangement.

4 A. Oh, okay.

5 Q. Okay. I see what you're saying. So the double-bottom tank  
6 plan? Is that what you're saying?

7 A. Right here. Bring this to you. Okay. So here's your  
8 refrigeration hold.

9 Q. Yup.

10 A. Here's your engine room.

11 Q. Okay.

12 A. Here is your port fish oil day tank and your aft, or your  
13 starboard.

14 Q. Okay. So yeah, like I said, it's the -- labeled as the hold  
15 plan.

16 A. Hold plan.

17 Q. In there. Okay. All right. So you were just doing that  
18 for -- because it had not been done since it showed up?

19 A. No. Once it's cleared -- so this avail (ph.) is a little  
20 different because it's their five-year avail, as it was explained  
21 to me, so all the tanks has to be inspected, not necessarily for  
22 hot work. That would be determined by the port engineers and  
23 people that do that. But once the marine chemist clears it  
24 initially, we have to test it every day if they're going to enter.

25 Q. Okay. All right. And so just walk me through. I'm -- I

1 want to be -- I want to be the new safety competent person, and  
2 you're the supervisor. So walk me through what you would do from  
3 I showed up at 7:00 in the morning. I'm ready to go. I'm like,  
4 "All right, Theresa, I'm ready." Let's do this. So walk me  
5 through what you would do.

6 A. Here's the scenario that you are working as an SCP out of  
7 repair and maintenance.

8 Q. Okay.

9 A. I have -- we have in this yard SCPs all over the place. We  
10 have lead men that are SCPs, port engineers that are SCPs, a lot  
11 of cross training. So the SCPs that I'm working with right now  
12 are graduated apprentices, and then I have two that are just  
13 started apprentices that are for confined space, and they're all  
14 working out of repair and maintenance.

15 So I would go up to them, and I'd say, "What's the plan  
16 today?" We know where the hot work is going to be. If we have  
17 more than one vessel, I'm letting them take the lead after I talk  
18 to them and see where they're going. I'm going to explain, okay,  
19 "You're going to do the hot work sites. You're familiar with  
20 them. Do you have any questions? Is everything in working  
21 order?"

22 Then I'm going to go to relieve them for the tanks that are  
23 being open on the various ships that might not be having hot work,  
24 because either -- if I don't do that, then it takes up a lot of  
25 time. So we're time conscious because, you know, they're trying

1 to get this done so hot work can be cleared.

2 Q. Sure.

3 A. So that's how we kind of split it up. I'll be like -- that  
4 day, for example, I said, "I'm going to be on the *Bountiful*. I'm  
5 going to be on the starboard. If you need anything, call me." I  
6 met up with them afterwards. I said, "What did you not get a  
7 chance to do on the *Kodiak*?" They said, "We did everything except  
8 the fish oil tanks. I said, "Got it. I'm on it." That's how  
9 that would go.

10 Q. Okay. All right. And then so you went out and looked at the  
11 fish oil tanks. And you said you sniffed them, used the meter.  
12 So when you get a meter, what do you do with it? So first thing  
13 in the morning, you're firing that meter up. Walk me through that  
14 process.

15 A. Right. So we fire the meter up. We introduce it to fresh  
16 air, right? They've already been calibrated. If we're doing a  
17 tank, it's very important that we go layer and layer and layer and  
18 layer. So we never enter a tank before the meter has at least  
19 been a certain level. So we try to put it all the way down in the  
20 bottom. And if it's going forward or aft, through lightning  
21 holes, we don't go in until we've cleared that initial space.

22 And then once we do go in, we're always putting the meter in  
23 front of us. So if there's a lightning hole, okay, or another  
24 girder, we're putting the meter in front of us. And then we'll go  
25 to the most isolated space in that space before we continue to go



1 aft or forward. And then we just check the readings, the  
2 readings, the readings, and the readings.

3 Q. Okay. And then when you get all those readings, what do you  
4 do with those?

5 A. We put them on our certification that also -- it's a complex  
6 certification because you can either write "Safe for Entry"; "Not  
7 Safe for Hot Work"; "Safe for Entry"; "Safe for Hot Work," right?  
8 So the tanks that I was doing, the fish oil tanks, there was no  
9 hot work that was going to be done. Depending on the readings, we  
10 say either "Not Safe for Entry" or "Safe for Entry."

11 Q. Okay. All right. And that --

12 A. We'll write the air quality, right, the CO -- or the O2.  
13 We'll write the CO2 quality and any toxins and LEEs (ph.).

14 Q. Okay. And you --

15 A. So --

16 Q. You write that on --

17 A. On that paper.

18 Q. And that's posted where?

19 A. Right at the opening of the tank.

20 Q. Okay. All right. So the calibration of the meter, how do  
21 you know it's calibrated?

22 A. We have records of that.

23 Q. Okay. And --

24 A. And so if you wanted to calibrate it -- for example, if the  
25 meter is acting up or being particular, we have calibration gases

- 1 that we would hook that meter up to.
- 2 Q. Okay. And how often do those meters get calibrated?
- 3 A. When -- as needed.
- 4 Q. As needed?
- 5 A. Right.
- 6 Q. So it's not calibrated every day?
- 7 A. It doesn't need to be calibrated every day.
- 8 Q. Okay. And just because I don't know --
- 9 A. No, good questions.
- 10 Q. Well, thank you. Flattery will get you everywhere, okay?
- 11 A. That's how we learn.
- 12 Q. Yeah, yeah. So that meter, does the company or does the
- 13 manufacturer specify when it requires to be calibrated?
- 14 A. Right. Well, it's not like nondestructive testing. It's --
- 15 if it's having a problem reading fresh air or if the sensor is
- 16 wrong, the machine will actually tell you it needs to be
- 17 calibrated. So your readings --
- 18 Q. Okay. So when you turn that -- when you turn on the machine
- 19 that you're going to use, and if it needs to be calibrated --
- 20 A. You'll know.
- 21 Q. I'm guess it has an LED display, and it says -- as soon as
- 22 you turn it on, "Calibrate"? "Needs Calibrate"? How does it say
- 23 that?
- 24 A. It'll squawk. So --
- 25 Q. It just -- okay.

1 A. Once you do your fresh air reading, you're blocking the two,  
2 right?

3 Q. Um-hum.

4 A. You introduce it to fresh air. It's going to give you your  
5 readings. If you -- your readings should be 20.9 for fresh air.  
6 If for some reason your reading is 15.2, and you're in fresh air,  
7 there's a problem, right? So then you're going to say, "Oh, this  
8 must be my sensor." And then you can go in -- you could  
9 actually -- if you want to hook it up to a computer, it will give  
10 you a record of your readings.

11 Q. Okay. And do you guys ever do that?

12 A. I'm relatively new here, and I haven't done it since I've  
13 been here.

14 Q. Okay. All right. But you were saying that the machine tells  
15 you. So that's saying that, hey, that sensor is not working,  
16 like, the oxygen sensor, right?

17 A. Right.

18 Q. But does that -- if you turn it on, does it say "Calibrate  
19 Machine" or "Needs Calibrated" or --

20 A. You have the option. So it's not as specific. So you'll  
21 know if your sensor is bad. So it's more as you use it. But if  
22 the sensor is bad, you're going to see the reading. So what we  
23 have to do is we have to make sure what the machine is giving us  
24 is an actual reading, and that's why we do the -- we introduce it  
25 to fresh air every day. You could literally take it and not do

1 that. We don't do that. We introduce it to fresh air.

2 Q. Okay. So you turn on the meter, and part of your procedures  
3 is, like you said, you hold over the oxygen intake, the sensor,  
4 and then so that should --

5 A. Calibrate it on its own.

6 Q. Okay. So that should -- your reading -- you should see it go  
7 up or down or --

8 A. It should be at 20.8.

9 Q. Okay. But when you cover it with your finger, is that  
10 starving the machine of oxygen?

11 A. It's starving the machine. And then you reinduce it. So  
12 when you do calibrate it, what you're doing is you're taking it to  
13 the gases. So they're actual gas tanks. And you're going to put  
14 the machine in there, and you're going to introduce those levels  
15 of gas. Then you're going to pull it back out and deprive it of  
16 those gases. And then it should be zero -- it should be zeroed  
17 out.

18 But when we're in fresh air, your oxygen is going to be 20.8,  
19 and then all your toxins, your LEEs and your carbon monoxide are  
20 zero.

21 Q. Okay. All right. And then, like you said, there's logs that  
22 says that these meters were calibrated at this time, this date,  
23 and does it -- who did it?

24 A. Not necessarily.

25 Q. Okay. All right. And so does everybody have their own meter

1 that they use every day?

2 A. I personally have my own meter. We have two different types  
3 of meters for the tanks that are two SCPs used every day. And  
4 they're charged, and they stay in the R and M facility. My meter  
5 stays with me.

6 Q. Okay.

7 A. Right. And then we also have different other types of  
8 meters. Like, if we're measuring ammonia or R-22, that's a  
9 different type of meter, which these tanks didn't require.

10 Q. Sure. And just general hot work, you wouldn't need to use  
11 those meters? It's just your regular four-gas meter --

12 A. That (indiscernible). Right.

13 Q. Okay.

14 A. And we have two different kinds. We have the smaller one  
15 that would be for nonconfined spaces, right, but we have the  
16 larger one that we use for the tanks.

17 Q. Okay. And --

18 A. Because the tanks, we have to drop them in. So we like the  
19 larger one.

20 Q. So you drop the meter into the tank?

21 A. Yeah, before we go in.

22 Q. Okay. So it's got a line, or something, tied around it?

23 A. We put a line on it so we can feed it down.

24 CWO [REDACTED]: Okay. I think that's all I got for now.

25 BY LCR [REDACTED]:

1 Q. Yeah, I don't know if we covered this, but I know you stated  
2 your position. How long have you been working for Trident?

3 A. I started as a temp not in the safety department in December,  
4 and I was hired on a full-time employee February 28th.

5 Q. Okay. And as -- we'll call it the supervisor of the shipyard  
6 competent person. How long have you been certified as a shipyard  
7 competent person?

8 A. So I received my first certification here. But my job  
9 actually isn't -- I'm a safety supervisor. So the SCPs have been  
10 given to me to monitor. So I don't just do SCP.

11 Q. No, I understand, understand. And how long have you had your  
12 certification?

13 A. At this company?

14 Q. Yes.

15 A. Since March.

16 BY MR. ALTENBRUN:

17 Q. Did you work in safety prior to coming to Trident?

18 A. Yes.

19 Q. In a maritime-type setting?

20 A. Yes. I have 17 years' experience in the maritime industry.  
21 I graduated boilermaker apprentice from Todd's Shipyard. I've  
22 done Navy programs, Coast Guard programs, Washington State Ferry,  
23 new construction and repair and maintenance, fishing boats,  
24 barges, commercial.

25 BY CWO [REDACTED]:

1 Q. And in those, you were a safety?

2 A. No, in those, I was a level II NDT inspector and quality  
3 insurance inspector for surveying ships.

4 Q. Okay. So how long have you been a safety -- in the safety  
5 supervisor or --

6 A. In the safety field, I'd say I have at least five years'  
7 experience.

8 BY MR. ALTENBRUN:

9 Q. There was a night fire watch. That would be one of the  
10 individuals that would come from the guard shack on most days,  
11 right?

12 A. Except Fridays.

13 Q. Except Fridays. So don't talk about Friday right now. Tell  
14 us generally what that person did, how that person learned of  
15 where to look, that sort of thing. Just go ahead and describe  
16 that.

17 A. He would come. And we'd give him a turnover and explain  
18 exactly where the hot work sites were on the various vessels. I  
19 personally, on multiple occasions, when he was here, we'd take him  
20 and physically show him every hot work site that needed to be  
21 monitored. He would monitor them every hour. He would walk the  
22 jobs every hour and give us a turnover.

23 BY LCR [REDACTED]:

24 Q. So when you say a turnover, when he would do that hourly kind  
25 of roving watch, do they -- I'm assuming it would be after hours.

1 Would they call or do they log it? How do they --

2 A. They log it via email. They make a report and give it to us  
3 via email.

4 Q. Okay.

5 BY MR. ALTENBRUN:

6 Q. Who does that email go to, you?

7 A. It just recently started coming to me because I asked for it.  
8 I believe it was going to -- I had my counterpart, John Hobbs  
9 (ph.), and probably whoever else was responsible. Probably J.B.  
10 (ph.).

11 Q. So would have an import from, say, last Thursday?

12 A. I do.

13 Q. Want to send that to me?

14 A. Yes.

15 Q. And talk us through the day on Thursday, not Friday, but  
16 Thursday when the person showed up. Did they talk to you that  
17 day?

18 A. Yes.

19 Q. Did you walk them through like you described? Just describe  
20 it for us, if you will?

21 A. I explained to him -- I said, "Everything is the same as it  
22 was yesterday." Do you --

23 BY LCR [REDACTED]:

24 Q. Yesterday being Wednesday?

25 A. Wednesday. Same hot work sites as Wednesday. "Do you need



1 any additional help? Anything else?" "No, I'm good." "Okay."

2 BY CWO [REDACTED]:

3 Q. How long has that individual been doing the rounds?

4 A. That I can't speak to because he just became general  
5 knowledge to me probably two weeks ago.

6 Q. Okay. So for the last two weeks?

7 A. I've been talking with him, yes.

8 BY MR. ALTENBRUN:

9 Q. But that's because you rotated into a new position in the  
10 last couple weeks, is that right?

11 A. Exactly. Right.

12 Q. Okay. So you think that person was around longer than the  
13 last two weeks?

14 A. Oh, yes, yes. I believe that he was communicating directly  
15 with John Hobbs. So I'm taking over for Mr. Hobbs.

16 BY MR. HELLER:

17 Q. Would that person actually walk up onto the vessels?

18 A. Oh, walk every job site and physically look at them. So it  
19 wasn't just looking from the pier. Physically going to each and  
20 every hot work site.

21 Q. And when he would send in logs, or at least in the last two  
22 weeks that you've been getting them, had he ever had to take any  
23 action, you know, put anything out or note anything out of the  
24 ordinary?

25 A. (No audible response.)

1 BY LCR [REDACTED]

2 Q. And what's the usual -- I'll call it watch schedule. So that  
3 individual is responsible from what time to what time to start  
4 those hourly watches?

5 A. He starts at three. Our hot work doesn't stop -- our day  
6 stops at 4:30. So I don't know what he does before I leave other  
7 than me giving him the turnover and walking through. I believe  
8 that he probably is starting this after 4:30, and he's off work at  
9 10 p.m.

10 Q. And then what happens after 10 p.m.?

11 A. I can't speak to that because I'm not here.

12 BY MR. ALTENBRUN:

13 Q. And just to be clear, the -- this person doesn't replace the  
14 normal fire watches that you have while hot work is ongoing,  
15 right? This is just another layer of protection? Is that right?

16 A. Exactly.

17 Q. And what's the policy for fire watches to stay on site after  
18 hot work is finished?

19 A. So we stop hot work at 3:30, and our fire watches stay until  
20 4:30. End of the shift is at 4:30.

21 Q. And in your experience, is that policy (indiscernible)?

22 A. Yes.

23 BY MR. HELLER:

24 Q. You said the hot work stops at 3:30 and they leave at 4:30?

25 Okay.

1 A. That's on a ten-hour shift. I haven't been here during hot  
2 work for the 12-hour shifts.

3 Q. Okay.

4 A. We haven't had those yet.

5 BY MR. ALTENBRUN:

6 Q. To the best of your knowledge, on Friday, did all hot work on  
7 the *Kodiak* stop at 3:30?

8 A. Yes, to the best of my knowledge.

9 BY LCR [REDACTED]:

10 Q. And then in a perfect scenario from 4:30 until 10 p.m., the  
11 guard would act as a road and fire watch?

12 A. Yes, every hour.

13 Q. Every hour?

14 A. Well, he's not watching the fire. He's watching for the  
15 fire.

16 Q. Right, right.

17 A. Because there's no hot work going on.

18 Q. Right. He's verifying. Okay.

19 BY MR. ALTENBRUN:

20 Q. And tell us what happened Friday with respect to this guard?

21 A. With respect to what?

22 Q. The roving fire watch in the evenings, what happened on  
23 Friday with respect to this person?

24 A. It became -- I asked the question yesterday because I was a  
25 bit confused when I showed up on Saturday that he was here with

1 another guard. And I was told that he does not work on Friday  
2 because he starts work at four or five in the morning on Saturday.  
3 So we don't have a fire watch on Friday. (Indiscernible) security  
4 officer monitoring the vessels --

5 BY CWO [REDACTED]:

6 Q. So you have it Monday, Tuesday, Wednesday, Thursday, and then  
7 no rover for that time?

8 A. On Friday.

9 Q. On Friday. Do you guys work Saturday/Sunday hot work?

10 A. It depends on the schedule of the ships. Right now, if -- we  
11 would be working Saturdays because we have so many ships coming  
12 in. But this is a quick turnaround. It's like a shave and a  
13 haircut because they're scheduled to leave in May. So, yes, we  
14 would be working Saturday. Usually we do not work Sundays.

15 BY MR. ALTENBRUN:

16 Q. And just to be clear, so this is somebody telling you  
17 something that they probably learned from somebody else, so we  
18 have all sorts of hearsay. So you don't necessarily have personal  
19 knowledge of this, but your understanding is that the reason this  
20 person wasn't here on Friday is because he had to show up here  
21 early Saturday morning, and he couldn't do both, is that right?

22 A. They decided to schedule him that way.

23 BY MS. STRUNK:

24 Q. Is that every week or was that just this week?

25 A. Every week, as I was told.

1 BY MR. ALTENBRUN:

2 Q. And this is --

3 A. It's as I was told, so that's something --

4 Q. Right. Okay.

5 A. That needs to be verified.

6 MS. STRUNK: It's playing the game of telephone a little bit.

7 MS. DE LA ROSA: Right.

8 MR. ALTENBRUN: Okay.

9 LCR [REDACTED] I don't have anything.

10 CWO [REDACTED] No? Okay. Well, we'll conclude the interview.

11 The time is 11:51.

12 (Whereupon, at 11:51 a.m., the interview was concluded.)

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CERTIFICATE

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

IN THE MATTER OF: FIRE ABOARD *KODIAK ENTERPRISE*  
NEAR TACOMA, WASHINGTON  
ON APRIL 10, 2023  
Interview of Theresa De La Rosa

ACCIDENT NO.: DCA23FM026

PLACE: Tacoma, Washington

DATE: April 14, 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.

  
\_\_\_\_\_  
Danielle S. VanRiper  
Transcriber