

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE ABOARD *KODIAK ENTERPRISE*

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NEAR TACOMA, WASHINGTON

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Accident No.: DCA23FM026

ON APRIL 10, 2023

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Interview of: BRIAN TACKETT, Battalion 2 Fire Chief  
Tacoma Fire Department

Tacoma, Washington

Thursday,  
April 13, 2023

APPEARANCES:

██████████, Chief Warrant Officer, Marine Investigator  
United States Coast Guard

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

NATHAN PETRULAK, Special Agent  
Bureau of Alcohol, Tobacco, Firearms, and Explosives

DAVID FLAHERTY, Captain, Investigator in Charge  
National Transportation Safety Board

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I N T E R V I E W

(9:15 a.m.)

1  
2  
3 CWO [REDACTED] All right. This is Chief Warrant Officer [REDACTED]  
4 [REDACTED] US Coast Guard, a marine investigator. The date is 13 April  
5 2023. Time is 0915 Pacific Standard Time. We're here at Tacoma  
6 Fire Station Eight, interviewing the on-scene firefighters that  
7 responded to the *Kodiak Enterprise*. My last name is spelled [REDACTED]

8 [REDACTED]  
9 MR. HELLER: I'm Special Agent Greg Heller with the Bureau of  
10 Alcohol, Tobacco, Firearms, and Explosives. My last name is  
11 spelled H-E-L-L-E-R.

12 MR. PETRULAK: Nathan Petrulak, also an ATF special agent.  
13 P-E-T-R-U-L-A-K.

14 MR. TACKETT: Brian Tackett, battalion chief with Tacoma  
15 Fire, T-A-C-K-E-T-T.

16 CWO [REDACTED] And on the phone, we have the lead NTSB agent.  
17 Can you please --

18 MR. FLAHERTY: Yes. Hi. I'm David Flaherty. Last name's  
19 spelled F-L-A-H-E-R-T-Y. I'm the investigator in charge for the  
20 NTSB.

21 CWO [REDACTED] All right, Chief, if you would, just real quick,  
22 some background information, how long you've been on the  
23 department and your position.

24 MR. TACKETT: Twenty-nine years with Tacoma Fire. I am  
25 eight years battalion chief.

1 CWO [REDACTED] Okay. All right. I'll let --

2 MR. HELLER: Sure.

3 CWO [REDACTED]: Please go ahead.

4 INTERVIEW OF BRIAN TACKETT

5 BY MR. HELLER:

6 Q. And so, on the night of the incident, what was your  
7 assignment that night?

8 A. So, I was the first-arriving battalion chief. I established  
9 the initial command post and coordinated the initial operations  
10 for our Tac on that ship.

11 Q. Got it. And so, is it Battalion 8? Is that --

12 A. Battalion 2.

13 Q. Battalion 2? Okay. And how were you guys initially  
14 dispatched? Did it come in as a ship fire, or --

15 A. Yeah. I can't remember if it was boat or ship fire. We have  
16 a standard fire response called 111 --

17 Q. Okay.

18 A. -- and we were dispatched with 111 for a boat fire or ship.  
19 I can't remember how they said it.

20 Q. Sure.

21 A. With smoke showing from the bow of a vessel.

22 Q. Got it. Okay. And then, who was the first-due engineer or  
23 whoever?

24 A. First-due engine, first arrival was Engine 5, and that's  
25 Lieutenant Bleasdale.

1 Q. Okay. So, they were first-due and the ones that actually  
2 ended up getting there first?

3 A. They were first on scene.

4 Q. Got it. Okay. So, there's obviously been a long incident  
5 and a lot of stuff happened, firefighting techniques and stuff  
6 like that. That's of interest, potentially, but the primary  
7 things we're looking at right now is that first, the first moments  
8 when the fire smelled. Obviously, we're going for where it  
9 started. So, when you first got there, what was your assessment?  
10 What did you see? What did it look like?

11 A. So, initially, we got reports from Engine 5 that they were on  
12 scene and they were investigating, trying to determine the size  
13 and scope of the incident. They did report some smoke showing  
14 from the bow of a fishing vessel.

15 Q. Okay, and just -- I do have -- this is for you, so if there's  
16 anything we ask for specific, you can draw and point on this --

17 A. Okay.

18 Q. -- like that, so just, that's there.

19 A. Okay. This is just a verbal account that I got from the  
20 first --

21 Q. Sure. Yeah.

22 A. -- arriving engine.

23 Q. Yeah.

24 A. And he asked everybody to stand by. I generally don't comply  
25 with that, because I want to get in there and establish a command

1 post. So, I came in, and shortly thereafter, Lieutenant Bleasdale  
2 announced that he was going to be stretching lines into the galley  
3 area. The report was, we had a fire in the galley area. And so,  
4 I made an assignment for -- actually, Engine 3 proceeded to the  
5 scene. I made assignment for to get a supply. And Engine 5  
6 initiated Fire Tac through -- it's into the superstructure from --

7 Q. Okay.

8 A. -- about this area, from the gangplank and --

9 Q. Okay.

10 A. -- gangway or -- yeah.

11 Q. Yeah, so you entered from the aft of the --

12 A. From the aft into the doorways.

13 Q. Into the structure?

14 A. Towards the bow.

15 Q. Okay, yeah.

16 A. I made an assignment for the next engine, Engine 3, to get a  
17 backup line, and my third-arriving engine was engine 12, and they  
18 brought the hydrant and got us a hydrant supply. That's where we  
19 started.

20 Q. Okay. When you arrived, do you recall if the vessel was  
21 powered? Were there lights on?

22 A. I believe there were lights on up high somewhere. I remember  
23 some lights being on up high.

24 Q. Okay, okay. And did you -- early on, did you do anything to  
25 change the power status of the vessel, have it disconnected, or

- 1 anything like that?
- 2 A. Negative.
- 3 Q. Oh, all right.
- 4 A. My concern obviously was there could be dewater pumps --
- 5 Q. Sure.
- 6 A. -- bilge pumps. I --
- 7 Q. Yeah, and I'm not saying you --
- 8 A. -- consider it all like a city --
- 9 (Crosstalk)
- 10 A. -- like a city, you know, and --
- 11 Q. Yeah, yeah.
- 12 A. -- I don't want to --
- 13 Q. Yeah. Makes sense.
- 14 A. -- get systems that are essential to -- you know, I didn't
- 15 want to shut down systems that might be essential to keeping the
- 16 thing upright or --
- 17 Q. Got it.
- 18 A. -- floating.
- 19 Q. Yeah. No, and I wasn't implying (indiscernible).
- 20 A. No.
- 21 Q. I just --
- 22 A. No, no, I'm just telling you what I'm thinking.
- 23 Q. Yeah, yep. Okay. And then, did you actually ever physically
- 24 get on board the vessel yourself?
- 25 A. I made one trip up to bring a fire plan to -- later in the



1 incident, I had a division supervisor on deck. He wanted to get a  
2 look at the fire control --

3 Q. But your role is primarily managing the incident from --

4 A. Yeah, I was ashore but I wasn't too far, maybe 100 feet, from  
5 the gangway.

6 Q. All right. So, when you first arrived, did you see smoke at  
7 that time?

8 A. Yes. Yes, we had some pressurized smoke, I would say gray-  
9 whitish in color, coming from the bow area just in front of the  
10 pilothouse.

11 Q. Okay.

12 A. So, I would say this area here.

13 Q. Okay. And I'm familiar with the term, pressurized smoke, but  
14 can you explain what you mean by that --

15 A. It's --

16 Q. -- for other people?

17 A. -- it's turbulent. It's coming out with pressure, not just  
18 wafting around.

19 Q. Okay.

20 A. There's some pressure behind it, so there's some active fire  
21 pushing that --

22 Q. And --

23 A. -- heat out.

24 Q. -- on this diagram, you pointed to sort of after --

25 A. Somewhere in this area from the pilothouse is --

1 Q. Okay.

2 A. -- about. That was my interpretation from my view is that we  
3 had --

4 Q. Okay.

5 A. -- smoke from here, and a small amount from the door, a  
6 lesser amount from the door here.

7 Q. Okay. I'm going to just circle in blue here where you were  
8 indicating the --

9 A. Yep.

10 Q. -- smoke in the front.

11 A. Okay.

12 Q. And then, in the rear, you said, kind coming out --

13 A. The entry door.

14 Q. Okay. So, is that about --

15 A. That area, yeah.

16 Q. Is that right there?

17 A. Yeah. Some --

18 Q. Okay.

19 A. -- more lazy, less -- not pressurized here.

20 MR. HELLER: Okay. All right.

21 CWO [REDACTED] Just for the audio, Chief's pointing to the  
22 03 deck where the smoke would be coming out. Is it -- sorry to  
23 interrupt, but would it be safe to say that that smoke was coming  
24 in front of the small boat that was up there, if you remember  
25 that?

1 MR. TACKETT: Best of my view, that general area.

2 CWO [REDACTED] Okay.

3 MR. PETRULAK: Yeah. There's an overhead on here, too, if  
4 that's helpful.

5 MR. TACKETT: Yeah, I mean, from my view --

6 CWO [REDACTED] Sure.

7 MR. TACKETT: I couldn't --

8 CWO [REDACTED] No.

9 MR. TACKETT: -- tell you exactly, but the area of where that  
10 fall boat is --

11 CWO [REDACTED] Yeah, that's where the --

12 MR. TACKETT: Yeah.

13 CWO [REDACTED] -- skiff -- okay, yeah. Okay.

14 MR. HELLER: Okay.

15 CWO [REDACTED] I just wanted to clarify.

16 MR. HELLER: Yep.

17 CWO [REDACTED]: Yeah, thank you.

18 BY MR. HELLER:

19 Q. And was there any directionality to that? Was it coming  
20 straight up? Was it --

21 A. No.

22 Q. -- getting pushed out at all?

23 A. No, it was -- it didn't -- it seemed more a general --

24 Q. Okay.

25 A. It could have been coming from a few different places, as far

1 as I could tell. It didn't seem to be like one straight up. It  
2 was --

3 Q. Got it. And you said it was gray and white; is that what --

4 A. Yes.

5 Q. Okay.

6 A. Grayish.

7 Q. Grayish? Okay.

8 A. Yeah.

9 Q. Is that -- and then, the smoke to the rear of the --

10 A. Light.

11 Q. -- is that the same --

12 A. Light and -- yeah. No, not -- less -- more just white.

13 Q. Got you. Okay. And that's all my question.

14 A. Light-colored there. Getting grayish, almost like what I  
15 would describe when we start to have structure involved, wood  
16 products and --

17 Q. Okay.

18 A. -- nothing -- no black, no petroleum-product type smoke.

19 All -- to me, it looked like what we would have from wood products  
20 starting.

21 Q. Okay. You weren't right up on top of it, but was there any  
22 overwhelming strong or strong anything?

23 A. (No audible response.)

24 Q. No odors? All right. And then, did you see any actual flame  
25 at this point?

- 1 A. No flame.
- 2 Q. Okay. All right. When you arrived on the scene, did you  
3 come in through the main gate?
- 4 A. I believe it's the main gate.
- 5 Q. Yeah.
- 6 A. It's the one used for the last --
- 7 Q. Okay.
- 8 A. -- yesterday, same one I entered, and --
- 9 Q. Okay.
- 10 A. -- right at the front, at the hydrant, if you know where the  
11 hydrant is. It's straight in from the gate; and then, I take a  
12 left.
- 13 Q. Okay.
- 14 A. The *Enterprise* -- is it the *Enterprise*? The --
- 15 Q. Yeah.
- 16 A. -- sister ship?
- 17 Q. Yeah, the (indiscernible).
- 18 A. To the right is -- so --
- 19 Q. Okay.
- 20 A. -- right in between them both, kind of.
- 21 Q. Right. And --
- 22 A. That's the entrance.
- 23 Q. But an engine was already there. Was the police there at  
24 that point, as well?
- 25 A. I heard stuff about security --

1 Q. Yeah.

2 A. -- on the radio. I didn't see any police.

3 Q. Okay. Aside from the fact that a giant vessel's on fire,  
4 which is unusual, when you arrived, did you see anything unusual,  
5 strange: people, anything? And I understand your focus is on the  
6 fire, but anything out of the ordinary that stuck out to you when  
7 you arrived?

8 A. No. Trident personnel, white hats --

9 Q. Yeah, okay.

10 A. -- couple of guys that said they were working on the ship,  
11 plain-clothed.

12 Q. Got it. Okay.

13 A. And --

14 Q. Yeah. And did you see any other vessels, or boats, or  
15 anything moving around out on the other side of it or anything  
16 like that?

17 A. No.

18 Q. Until, I'm sure, later, fire boats showed up and stuff,  
19 but -- okay. And then, as far as what your crews initially, at  
20 least, were using, was it water, foam? What was getting deployed  
21 there?

22 A. I believe it was just water.

23 Q. Okay.

24 A. Water, inch and 3/4 handlines.

25 Q. Okay.

1 A. There was some reports initially of charged handlines  
2 previously placed before our arrival. The crew that was there  
3 said they didn't have adequate pressure --

4 Q. Okay.

5 A. -- on those lines. The report was, from our initial engine,  
6 was that there was inch and 1/2 lines deployed. Later on, the  
7 personnel from the ship said they weren't able to -- because they  
8 were trying to describe an area that we could get to, and they  
9 said that there was hose lines there, but no pressure --

10 Q. Okay.

11 A. -- or inadequate pressure --

12 Q. Okay.

13 A. -- something.

14 Q. And that brings me to my next question, which is, did you  
15 directly speak to any of the folks that had come off of the  
16 vessel?

17 A. I did. I stayed in the truck, because too many people talk,  
18 you know? And, yeah, I could control the flow of --

19 Q. Yeah.

20 A. Because I'm listening here, and I'm -- I talked to some of  
21 the Trident -- I'm sorry, I don't know their names.

22 Q. Oh, that's okay.

23 A. With the white --

24 Q. Okay.

25 A. -- anyhow, the vest and the white hat, and there was some

1 discussion with the guy in the plain clothes off the ship, because  
2 he had some information about hot work in the bow and other areas  
3 that we previously circled in front of the pilothouse, where we  
4 might be able to access some fire through portholes and things in  
5 the bow. So, there was some discussion --

6 Q. Okay.

7 A. -- about that.

8 Q. But obviously, you're coordinating all that stuff. You're  
9 not the primary person talking to those folks?

10 A. Yeah, I had some other people talking outside that would  
11 relay some pertinent -- yeah.

12 Q. Okay. And then, how long did you remain the incident  
13 commander?

14 A. I would say until about -- shift changed at 7:00, but I think  
15 we actually transferred over around 6:30.

16 Q. Okay. Okay. And during -- obviously, the firefighting  
17 efforts, I'm sure, escalated at that point. Was there a point at  
18 which -- I guess, what was the primary area of your firefighting  
19 focus for the time during your --

20 A. So --

21 Q. -- when you were in charge?

22 A. So, we had lots of reports initially of galley area.

23 Q. Okay.

24 A. All right. We had. So, at some point, they were describing  
25 something just slightly below the galley; and then, at one point,



1 we would go a floor above the galley; and it seemed like we were  
2 in what the crews were describing as galley, maybe one below, and  
3 maybe one above.

4 Q. Okay.

5 A. That's what they kept coming back with. We have to go down.  
6 There's a small stair by the galley. And they would say, above;  
7 and then, they got back and said that we had spaces, and we needed  
8 to overhaul, and --

9 Q. Okay, okay.

10 A. But it seemed to be -- it always seemed to revolve around the  
11 galley area.

12 Q. Okay. And then, at some point during your tenure there  
13 (indiscernible), did some crew members go back on board to shift  
14 the ballast or something --

15 A. Yes.

16 Q. -- along those lines? Okay.

17 A. I sent Engine 2 with some Trident personnel, what I perceived  
18 they were, and they said they were going to move water from one  
19 side to the other --

20 Q. Okay.

21 A. -- to level it out.

22 Q. And my questions around this kind of revolve around the  
23 powering of the shore power versus the ship power. So, my  
24 understanding is, at some point, some of the shore power to the  
25 vessel failed. Are you aware of the details of that, or --

1 A. The initial dewatering operation we attempted, I sent a crew  
2 to start to dewater the galley area, and they reported that the  
3 three phase was not working.

4 Q. Okay.

5 A. And then, shortly thereafter, a diesel, I'm assuming it was a  
6 generator, because something started, and we got some power for  
7 the dewatering.

8 Q. Okay. All right. Would that have been after the personnel  
9 went back on board that the generator started, the Trident  
10 personnel?

11 A. Yeah, those were probably -- I feel like those were  
12 concurrent operations. But timeline exactly, I'm not sure.

13 Q. Anything you don't --

14 A. Yeah.

15 Q. -- remember for sure, I mean, that's fine. When you say  
16 about concurrent operations, you mean the dewatering and the  
17 ballasting things?

18 A. Those were kind of occurring at the same time.

19 Q. Okay.

20 A. Because we had put several thousand gallons into this port or  
21 whatever. At some point, it did start showing fire on this power  
22 area. We backed out the handlines and put several thousand  
23 gallons in this way after discussion with the guys who were  
24 familiar with the ship that that might be able to reach some areas  
25 of concern that they had in the bow area, so --

1 Q. Okay.

2 A. We got a little bit of a list. One of my personnel  
3 accompanied the engineer to look at some instrumentation and see  
4 where we were. They said, 6 degrees. And so, that was how that  
5 started. And then, they talked about moving water back and forth,  
6 and --

7 Q. Okay.

8 A. -- sounded like a good plan, so --

9 Q. Okay. And then --

10 A. Okay.

11 Q. -- to make my last question, then I'll turn it over to some  
12 other folks. I'm not aware of any, but were any personnel  
13 injured, like firefighters or any of the folks from the vessel?

14 A. Not during my time there.

15 MR. HELLER: Great. All right. I'm glad to hear that.

16 That's what I have right now, so if you want --

17 CWO [REDACTED] Nate, have you got anything?

18 BY MR. PETRULAK:

19 Q. Are you aware if anybody went down anywhere lower than -- I  
20 know you said they went above, at, and below --

21 A. So --

22 Q. -- the galley. Did anybody go down below even --

23 A. Yes.

24 Q. -- farther than that?

25 A. So, when they described a potential area of concern because

1 of earlier hot work, I'm not sure, but I think they said, in the  
2 bow thruster area.

3 Q. Okay.

4 A. We -- ship personnel accompanied, Engine 2 again went. They  
5 said that there was an aft entrance to get into the cargo hold,  
6 and hey went all the way to the front, they said, and inspected  
7 the bow thruster area. And they reported that the area was clear.

8 Q. Okay. And that would have been Engine 2. Okay.

9 BY CWO [REDACTED]

10 Q. Any idea of roughly what time that occurred?

11 A. It's pretty early, within the first hour, I would say.

12 Q. Okay.

13 A. Because we were still trying to figure out the extent of --  
14 or where, you know -- I had guys in here with hose line, so we  
15 were trying to figure out if there could be something farther down  
16 that -- I mean, this is just -- you know, if this was just a  
17 result of something lower, than we weren't basing our --

18 Q. Yeah.

19 A. -- tac in the proper place.

20 Q. And that would have been with one of the Trident employees?

21 A. Yes.

22 Q. Any idea? You probably don't remember the name or --

23 A. I'm not sure, yeah. And we did discuss -- we were looking at  
24 the plans. It showed something about CO2 system. We discussed  
25 it, because I wanted to know what the capabilities of that were.

1 At the time, that was, I think, prior to us inspecting that area.  
2 And they said it was DCed, anyway, or it was out of service.

3 Q. Okay.

4 A. The report was, it was out of service.

5 Q. Okay. Do you remember who gave you that report, or -- just  
6 one of the Trident employees (indiscernible)?

7 A. Yeah.

8 Q. Okay.

9 BY MR. PETRULAK:

10 Q. And one other thing. You said it was primarily water.  
11 During your initial -- for your period, was there foam used at  
12 all, as well, or was it all just water?

13 A. I don't believe we used any foam.

14 MR. PETRULAK: Okay. Cool. Okay.

15 CWO [REDACTED] David, do you have any questions?

16 MR. FLAHERTY: Yes.

17 BY MR. FLAHERTY:

18 Q. Did you talk to any of the crew members who were on board the  
19 vessel when the fire started?

20 A. Yes, briefly. I talked to them, not specifically about any  
21 certain issues. They portrayed to me that there was -- or, they  
22 talked about hot work being in the bow area. They directed us to  
23 the galley initially. That was -- they were saying they thought  
24 there was fire in the galley. But the same crew members told us  
25 that the inch 3/4 lines were stretched but didn't have adequate

1 pressure. Those were onboard crew members, in my perception.

2 Q. Okay.

3 A. Those were the guys that were on the boat.

4 Q. Okay. And how long were you there on scene, sir? You  
5 yourself, how long were you in charge?

6 A. Three and a half hours.

7 Q. All right. And just so I can get a little background, have  
8 you, in your time as a firefighter, have you received any training  
9 on shipboard firefighting?

10 A. Yes. I can't remember if it was -- it might have been a 40-  
11 hour class about a decade ago at the Seattle -- or, at the North  
12 Bend Fire Training. It's a (indiscernible) marine firefighting  
13 class.

14 Q. Okay. And then, prior to the *Kodiak Enterprise*, had you  
15 previously been involved in a shipboard fire?

16 A. I have not.

17 Q. Okay. Thank you. How many alarms was the call-out for the  
18 fire department?

19 A. We initially started with one alarm, and we elevated to a  
20 second.

21 Q. All right. And did anyone from the company provide you with  
22 shipboard plans?

23 A. Yes.

24 Q. All right. And were those helpful?

25 A. Yes.

1 Q. All right. From your experience, where do you think the fire  
2 started?

3 A. My feeling was, the galley area. Everything that we were  
4 doing kept pointing back to the galley area. And when I say,  
5 galley area, that was one level below where we were entering, and  
6 it just seemed that we were in that -- primarily working in the  
7 area with all of the round windows --

8 Q. Okay.

9 A. -- seemed to be those areas where we were working. So, when  
10 I say, galley area, I guess it would be whatever that -- living  
11 quarters, or --

12 MR. PETRULAK: Yeah. Sure. Okay.

13 CWO [REDACTED] So, just that one deck that has the -- like a mess  
14 deck, and a galley --

15 MR. TACKETT: And I don't know what the transmission -- I  
16 don't know what the layout is from the end of those windows to the  
17 area with the small boat on the bow. I don't know if that's --

18 MR. FLAHERTY: Right.

19 MR. TACKETT: -- common area or not, but that would include  
20 that area.

21 MR. PETRULAK: Okay.

22 BY MR. FLAHERTY:

23 Q. And just a question. You said previously that two  
24 firefighters were able to get up to the bow thruster area and  
25 confirm that that was not -- there was no fire there, at least

1 initially, during the response?

2 A. Yes. A crew of three. I had an engine company, along with  
3 one Trident -- a ship personnel or somebody accompanied them,  
4 showing them how to get into the cargo hold, and --

5 Q. Did he?

6 A. -- did get all the way to the bow.

7 Q. When you departed your three hours there, at what point did  
8 the fire department or whoever made the decision that the fire was  
9 no longer -- was too much to put out, and to just pull back and  
10 just sort of do the cooling?

11 A. That's at least 12 or 15 hours later.

12 Q. Okay. All right. So, did you return to the scene and  
13 continue as the, was it the battalion chief?

14 A. I did not.

15 MR. FLAHERTY: Okay. All right. That's all the questions I  
16 have for now.

17 BY CWO [REDACTED]

18 Q. Okay. I just -- the hatch that you've discussed about  
19 putting firefighting water down that, do you know if that hatch  
20 was already open, or did your crew have to --

21 A. There was fire coming out of it, so I -- we didn't open it.

22 Q. You didn't open --

23 A. We didn't get on this deck.

24 Q. Oh, you didn't get on that deck at all?

25 A. No.



1 Q. Oh, okay, okay. I was just curious about it.

2 A. No.

3 Q. Okay.

4 A. There was some discussion about getting on this deck, and  
5 crawling in, and doing work with a line. That's what the guy from  
6 the ship, the plain clothes gentleman, was talking about, and he  
7 said there was already lines, or inch and 1/2s, or something, with  
8 no pressure, that whole thing, in that area. And we had fire  
9 extending out of the hole onto something burning on that deck, and  
10 so the crew I had over there didn't think that we could make  
11 access. So, they knocked down all this outside fire for me  
12 without putting water in the hole, because we had guys inside.  
13 Initially, that's the way we did it.

14 And then, I had some discussion with the personnel and asked  
15 them if application from that areal would accomplish the same as  
16 they're talking about with the handline, and they thought that it  
17 could. So, at some point in, we pulled the lines out, did work  
18 from the areal here, got steam coming out all the way to the other  
19 end, so we thought we did some pretty good work. And then, we  
20 pulled it back and went back in with handlines.

21 CWO [REDACTED] Okay. All right. Awesome

22 BY MR. HELLER:

23 Q. Just because I missed it, when you first arrived, you did  
24 say, obviously, it was like, you know, kind of the lighter gray  
25 smoke, whitish smoke. What kind of smell was that that --

1 A. I --

2 Q. You did say --

3 A. -- I didn't smell anything --

4 Q. No.

5 A. -- that I could identify as --

6 Q. Okay.

7 A. -- different or unusual.

8 Q. And then, at any point, because I know you said you left at  
9 about 0630, or at least you were in command about then --

10 A. Yeah, I think we transferred over at 6:30. I was there  
11 probably for another hour.

12 Q. Okay. In that time, did the smoke change to like a heavier  
13 black, or did any smell change at all?

14 A. No. I felt like we did a lot of work in that time from 6:00  
15 to 7:00. I would say it was all steam at that point.

16 MR. HELLER: Okay.

17 CWO [REDACTED] Good?

18 MR. HELLER: Awesome.

19 CWO [REDACTED] All right.

20 MR. HELLER: (Indiscernible).

21 CWO [REDACTED] All right. So, no further questions. That'll  
22 conclude the interview. The time is 0945.

23 (Whereupon, at 9:45 a.m., the interview was concluded.)

24

25

CERTIFICATE

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

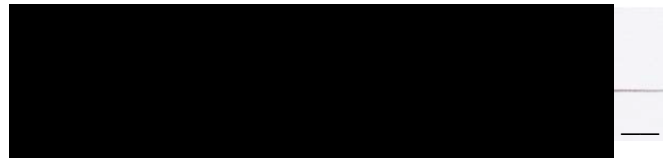
IN THE MATTER OF:            FIRE ABOARD *KODIAK ENTERPRISE*  
                                      NEAR TACOMA, WASHINGTON  
                                      ON APRIL 10, 2023  
                                      Interview of Brian Tackett

ACCIDENT NO.:                DCA23FM026

PLACE:                         Tacoma, Washington

DATE:                         April 13, 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.

A large black rectangular redaction box covers the signature area. To the right of the box, there are two small, vertically stacked rectangular boxes, one light gray and one white, which appear to be part of a scanning artifact or a placeholder for a stamp.

Transcriber