National Transportation Safety Board

Washington, D.C. 20594
Office of Marine Safety

Interview Summary – DCA21FM026

Interview with: Ben Young – Manager, Technical Field Service – MAN Prime Serv L.A.
Date: August 31, 2021
Location: *via Zoom*
Interviewed by: LCDR [redacted], Lt. [redacted] - USCG, Bart Barnum - NTSB
In attendance: Joe Walsh and Kim Estes – attorneys representing vessel owner, Antoine Letournel – APL
Case: *President Eisenhower* – DCA21FM026

Mr. Young was interviewed in conjunction with the investigation into the fire on the *President Eisenhower*, off the coast of Santa Barbara, CA on April 28th, 2021. The text that follows is not a verbatim record of the conversation. It has been developed from hand notes and a temporary recording of the interview.

- Had been onboard the *President Eisenhower* before to oversee maintenance performed by MAN. Most recently in January and February 2021. This work did not take place on the top end or near the cylinder no. 5 head.
- He was going to look at past work projects on the vessel and see if there were any notes pertaining to the lack of insulation and sheet metal shrouding on the exhaust compensator flange, and if any of the crew had mentioned the issues they were having with the fuel oil return lines.
- First time in his career that he has seen a fuel oil return line fail as it did on the *President Eisenhower*.
- He is not aware of any MAN safety alerts or information bulletins regarding issues with fuel oil return lines leaking.
- The fuel oil return piping specification set forth by the original equipment manufacturer (OEM) are given to the shipyard where the vessel is built. The yard in turn sources the correct size tubing and installs it.
- The fuel oil return line is expected to last the life of the engine and not have to be replaced. The tubing is not an item that is on any OEM recommended maintenance schedule.
- Was not aware if the crew of the vessel had voiced any concern to the OEM regarding the recent failures to the fuel oil return lines. He is following up with this.
- Typically sees splash tape on high pressure fuel lines not on the low pressure return lines. He suspects the return oil pressure is about 2 bar. He is following up with OEM specifications for the application of splash tape on the engine.
- When discussing MAN's preliminary report and the exhaust gas compensator flange that was discovered to be uninsulated, he said that he would follow up and provide OEM specifications that define what temperature insulation should be applied.

- When discussing the method that the vessel's crew made when sourcing and replacing the fuel oil return line, he said it was acceptable, with the exception of the actual installation of the compression fitting that was improperly done.