

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: \*

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FIRE ABOARD THE F/V NOBSKA \*

NEAR CAPE COD, MASSACHUSETTS \* Accident No.: DCA21FM027

ON APRIL 30, 2021 \*

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Interview of: BRIAN JANNELLE, Captain  
Blue Harvest Fisheries

Via Telephone

Monday,  
May 3rd, 2021

APPEARANCES:

LTJG [REDACTED], Investigator  
U.S. Coast Guard

DAVID FLAHERTY, Investigator  
National Transportation Safety Board

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I N T E R V I E W

(11:22 a.m.)

1  
2  
3 LTJG [REDACTED]: It is May 3rd, 2021, at 11:22, and I'm  
4 Lieutenant Junior Grade [REDACTED] with the Coast Guard. And  
5 if you would, just state your name and spell it out for me?

6 CAPT. JANNELLE: It's Brian Jannelle. It's B-R-I-A-N, J-A-N-  
7 N-E-L-L-E.

8 LTJG [REDACTED]: Okay. And what's a good phone number for you?

9 CAPT. JANNELLE: Well, I have a temporary phone right now,  
10 but my -- I should have my phone back today, I've ordered another  
11 one.

12 LTJG [REDACTED]: Okay.

13 CAPT. JANNELLE: That is [REDACTED] After today, I  
14 should have that.

15 LTJG [REDACTED]: Okay.

16 CAPT. JANNELLE: I don't even know the number for this thing.

17 LTJG [REDACTED]: And what would be a good address for you?

18 CAPT. JANNELLE: [REDACTED].

19 LTJG [REDACTED]: Okay. And did you have a Merchant-Mariner  
20 credential?

21 CAPT. JANNELLE: I have a Merchant-Mariner AB.

22 LTJG [REDACTED]: Okay. Do you know what your --

23 CAPT. JANNELLE: It's on the boat, too.

24 LTJG [REDACTED]: It's on the boat? Okay.

25 And then David, did you want to introduce yourself?

1 MR. FLAHERTY: Yes, hi, how you doing? My name is David  
2 Flaherty; I'm with the National Transportation Safety Board.

3 CAPT. JANNELLE: Okay.

4 MR. FLAHERTY: My last name is spelled F-L-A-H-E-R-T-Y.

5 INTERVIEW OF BRIAN JANNELLE

6 BY LTJG [REDACTED]:

7 Q. Okay. And we'll just kind of get started. So how long have  
8 you been with the company?

9 A. I started with this Blue Harvest Company I think it was last  
10 May.

11 Q. Last May? Okay. And how long have you been a mariner for?

12 A. 35 years.

13 Q. Okay. How long have you been in this specific industry?

14 A. 35 years.

15 Q. 35 years. Can you describe what a normal work day would be  
16 for you?

17 A. I don't know. I don't know what --

18 Q. So like, when you're out on the vessel, what's like, a normal  
19 day for you? Like, what's your -- what do you guys do?

20 A. I generally make four to five tows a day. We haul back every  
21 -- from three to five hours, and process the fish and we do it  
22 again. I mean, we work 24 hours around the clock, but normally  
23 sleep in between tows, the crew does. And we rotate the mate into  
24 the wheelhouse or one of the guys in the wheelhouse more so I can  
25 get some sleep for four or five hours a day.

1 Q. Okay. And so basically, three to five hours would be the  
2 time periods that everybody could sleep?

3 A. Yes.

4 Q. About how long does it take to set the gear?

5 A. To set it?

6 Q. Mm-hmm.

7 A. Fifteen minutes.

8 Q. So how many sets did you have with -- for the day that the  
9 incident happened?

10 A. Two.

11 Q. So you're -- you were on two sets?

12 A. I was -- I'd just finished the second tow for that day.

13 Q. And what day did you guys go out fishing?

14 A. We left on the 26th.

15 Q. Okay. And how long were you planning to go out for?

16 A. I was planning to return on Wednesday, which would be the --  
17 what -- the 5th and 6th?

18 Q. Okay.

19 A. I think it's the 5th I was planning on leaving.

20 Q. And what were you fishing for?

21 A. Haddock.

22 Q. And when -- so you left on Monday? When did you arrive to  
23 start fishing?

24 A. The following morning, probably 8:00 a.m., maybe.

25 Q. And how many sets did you have up until Friday when the

1 incident happened?

2 A. I think we had 15 or 16 sets. I don't know. I lost all my  
3 record of that, it's still on the boat, so --

4 Q. Okay. Okay. And then did you have any training or education  
5 on firefighting or --

6 A. I'd been through the Firefighting Academy in Connecticut.

7 Q. Okay. Any other experience or training, education doing any  
8 sort of abandon ship drills, or anything with the vessel?

9 A. Been through multiple courses for the -- what is it, the -- I  
10 don't know what they were actually worded as, but with Rodney  
11 Adveler [sic] and all the guys for -- to train my crew on the  
12 drills.

13 Q. Okay.

14 A. I don't know what the name of -- they actually call it. But  
15 I've been through that at least three times. It's Drill  
16 Instructor's Class. That's what it is.

17 Q. Okay. And what kind of training or education did you have  
18 for the vessel itself, or doing the fishing and stuff like that?  
19 Do you have just experience, or did you have any other sort of  
20 other training is done with the crew or vessel on what -- the  
21 fishing equipment and things like that?

22 A. It just all comes with experience.

23 Q. Okay.

24 A. Over time.

25 Q. And how would you say that the vessel was operating?

1 A. Fine.

2 Q. It was fine? And there was no problems?

3 A. We had a problem that morning before the fire -- before the  
4 major fire. We blew a hydraulic line for the HRO controls that  
5 run to the wheelhouse. It was 5:00 in the morning so William woke  
6 me up, said the boat had slowed down. That means we probably  
7 caught trash or something off the bottom. So I went to haul back,  
8 and those guys were getting dressed in the engine room when that  
9 hose blew. And it sprayed hydraulic oil onto the stack.

10 The way that boat was designed, it -- that there's a chimney  
11 that goes right from the engine room all the way to the  
12 wheelhouse, and those control lines were running through there.  
13 So that created a very small fire on top of the stack, and we put  
14 that fire out and stopped the boat, fixed -- made repairs to that  
15 hose, and spent four or five hours that day cleaning the engine  
16 room out; because from where we set off the extinguishers -- it  
17 ate two small extinguishers.

18 Changed all the air cleaners and stuff from the main engine  
19 and the generators, removed -- some of the wrap on the engine was  
20 absorbed with oil, so I removed that from the main engine stack --  
21 exhaust stack, and we spent, I don't know, at least four hours  
22 cleaning up that engine room. We were cleaning up all the oil  
23 that was -- that had sprayed from that hose. And we -- then I  
24 just jogged around for a while, just to see -- and then I  
25 determined that -- tried to continue fishing.



1           So we set out again, probably around noon time. I made a  
2 four, five-hour tow and hauled back. Everything was fine. Reset  
3 the gear, and about an hour after I set the gears is when the fire  
4 broke out. I'm assuming we had another hydraulic leak and it was  
5 sprayed onto that stack, because this was very quick. From the  
6 first sign of smoke, the engine room and -- both the engine room  
7 and the wheelhouse was fully engulfed.

8           The flames came up that stack came through the wheelhouse,  
9 and the flames were rolling over the wheelhouse ceiling within 30  
10 seconds. I couldn't get back even to the wheelhouse to make a  
11 mayday call. We attempted to get down into the engine room, which  
12 was not going to happen.

13 Q.    Okay.

14 A.    So I had the guys get all the survival gear that we could.  
15 One of my crew members did manage to get back inside the boat and  
16 -- to get the survival suits, which I'm not really sure how he did  
17 it, but he did. Because there's a big plastic tank just outside  
18 the companion way door that held the slurry ice, and that had  
19 caught on fire, and it was blocking the -- from us to get back  
20 into the boat.

21           So we grabbed the EPIRB and the raft, moved everything to the  
22 stern. So we were down and the smoke was going the other  
23 direction, and I set off the EPIRB immediately. About an hour  
24 later, *The Fisherman* came up on our stern. And we were going to  
25 abandon ship to go on *The Fisherman* but then we found that the

1 Coast Guard was within ten minutes, so we stayed aboard the vessel  
2 until the helicopter came.

3 Q. Okay. What type of fire extinguishers did you use?

4 A. They were all dry chemical extinguishers.

5 Q. Okay. So --

6 BY MR. FLAHERTY:

7 Q. Excuse me. I'm sorry. Excuse me, sir?

8 A. Yes?

9 Q. How many extinguishers did you use?

10 A. I'm going to guess, I don't know this answer to be exact,  
11 probably six, and we had one of those fire suppression -- I call  
12 them grenades, but I'm not sure that that actually even went off.

13 Q. Right.

14 A. We pulled the pin and I threw it in. It had no effect, so  
15 I'm not sure if that even worked.

16 Q. Okay. And how many fire extinguishers were onboard?

17 A. Total, I think there's nine or ten, I'm not sure. It was  
18 what's required for a vessel that size, but -- because they're  
19 scattered all over the boat. So anything that was in the focsle  
20 or ahead of us, we couldn't get to. So like I say, I'm not  
21 positive, but extinguishers were having no effect unless we could  
22 have got into the engine room. We were just putting it back down  
23 through the vent, but I'm sure we weren't getting to the source of  
24 the flames. There was no getting in that engine room with the  
25 equipment that we have.

1 BY LTJG [REDACTED]:

2 Q. So how many did you -- how many extinguishers were used for  
3 the first fire?

4 A. We used a small portion of two.

5 Q. Okay.

6 A. They weren't totally expelled at all.

7 Q. And then you all -- you attempted to use more for the second?

8 A. Yeah, we had at least two more -- three more on deck. I  
9 don't know, it all happened so fast, but it was the whole -- like  
10 I say, the wheelhouse and the engine room were fully engulfed  
11 within 30 seconds.

12 Q. Okay. For the first fire, what type of smoke or flames did  
13 it have?

14 A. Well, luckily, the guys were in the engine room getting  
15 dressed at the time it happened.

16 Q. Mm-hmm.

17 A. So they hollered to me, I shut everything -- shut all the  
18 hydraulics off. And we extinguished that fire easily because they  
19 were right there when it happened.

20 Q. Okay.

21 A. And it was mostly the exhaust wrap that was burning there.  
22 The second fire had a good source of fuel, so I'm assuming another  
23 hydraulic line or something came apart, because it had a big  
24 source of fuel, because it was enormous quickly, very quick.

25 Q. And so for the first fire, you said you shut down the

1 hydraulic?

2 A. Yes.

3 Q. Okay. What else was running when the fire started?

4 A. When the fire started the main hydraulics were off because I  
5 had already set out, we were towing.

6 Q. Mm-hmm.

7 A. Again, we'd been towing almost an hour. We have another, what  
8 they call a charge system in the conveyors on deck that handle the  
9 fish. Those two hydraulic systems were running. They're small  
10 electric systems.

11 Q. And what else was running? Like, was there a generator or  
12 engine --

13 A. A generator in the main engine.

14 Q. Any other equipment that would have been running at that  
15 time?

16 A. Just the equipment on deck, the fish conveyors that they were  
17 running from the -- the small charge system.

18 Q. Okay. What about for the second fire? What was running?

19 A. Same.

20 Q. So --

21 A. On the first time, the wench engine was running because I  
22 shut the hydraulic off, and then we extinguished the fire and made  
23 repairs.

24 Q. So the wench hydraulics were on?

25 A. Yeah, the wenches -- the wench hydraulics is a separate

1 engine completely.

2 Q. And that was on the first one?

3 A. Yep.

4 Q. Okay. And then for the second fire, what did you have on?

5 A. Just the charge system and the conveyor system.

6 Q. Okay. And then also, were you just towing at that point?

7 Were you hauling back?

8 A. Towing.

9 Q. And generator and main engine were also on at that time?

10 A. That's correct.

11 Q. You know -- was there any sort of fire boundaries in the  
12 engine room? Was there -- did you have anything rated for like, a  
13 fire boundary or anything like that?

14 A. Well, the engine room has two doors.

15 Q. What kind of materials were in the engine room? Was there  
16 like, wood, or --

17 A. No, just engines.

18 Q. Okay. So it's all steel?

19 A. Pretty much all steel, and then -- other than whatever  
20 hydraulics and hoses --

21 Q. What were the -- what was the hose material?

22 A. It's rubber, I guess.

23 Q. Rubber?

24 A. Rubber-coated steel wire.

25 Q. Okay. So what spaces were on fire for that second fire? Was

1 it all -- you said all forward?

2 A. Engine room in the wheelhouse. So I'm assuming the source of  
3 oil that probably caused the second fire came from the wheelhouse  
4 stack, which -- it's like a shaft that goes complete -- its's wide  
5 open to the engine room, right into the wheelhouse haul back  
6 station, because the flames came through that -- I think it was  
7 being fed from above because the flames came right straight to the  
8 wheelhouse instantly.

9 Q. Okay.

10 A. That's what -- I'm only assuming, I don't -- there's -- but  
11 the wheelhouse was fully engulfed. It seemed like less than 30  
12 seconds.

13 Q. Did the vessel have any sort of watertight bulkheads?

14 A. Yes, it has multiple watertight bulkheads. One at the one  
15 lazarette, one at the forward end of the fish hole

16 Q. Okay. And then --

17 A. No, I guess that would be it.

18 Q. -- engine room?

19 A. Well, the engine room fish hole bulkhead is the same.

20 Q. Okay.

21 A. And then you have one at the aft or in the fish hole for the  
22 lazarette.

23 Q. Okay.

24 A. And then from there forward it's open. There is a bulkhead,  
25 but I don't believe it had a watertight door on it. I don't

1 remember.

2 Q. Okay. Have you ever done drills, fire drills, abandon-ship  
3 drills with the crew that you had?

4 A. Yes.

5 Q. Did you do them on this specific trip, or --

6 A. I didn't do them on this specific trip, no. But I had two  
7 new crew members on the boat, or one new crew -- two new crew  
8 members, I guess.

9 Q. Okay. Which crew members were the new crew members to the  
10 boat for you?

11 A. The -- Jake, and I'm not even sure of his last name. He's  
12 not here today either. I couldn't get a hold of him.

13 Q. Okay.

14 A. And -- oh, I guess everybody else has been there before.

15 Q. Okay. So just him? Do you know how much fuel was still  
16 onboard?

17 A. I'm guessing approximately 9,000 gallons.

18 Q. Do you know how much other, like, oil -- hydraulic oil would  
19 have been onboard?

20 A. Max, 150 gallons. The hydraulic tank may hold another 150,  
21 so, 300 total, I'm guessing. That's just a guesstimate

22 Q. All right. So when this incident happened, both times you  
23 were in the --

24 A. Wheelhouse.

25 Q. Wheelhouse? Okay. For the first fire, what kind of

1 instructions did you give?

2 A. Well, I -- they had already extinguished the fire pretty much  
3 by the time I got there, but they came up and told me we had a  
4 fire. I left the wheelhouse, went down into the engine room, and  
5 I -- grabbed an extinguisher, we just put it out. It was -- those  
6 guys had mustered all the extinguishers they could find and had  
7 them all there in the engine room.

8 Q. Okay. For the second fire, what kind of instructions did you  
9 give, receive?

10 A. The second fire was of such massive fire -- I instructed the  
11 guys just to stay clear. There was no -- we had no capability of  
12 fighting that size of a fire, so I instructed them to gather all  
13 our safety equipment and move to the stern of the boat.

14 Q. Okay.

15 A. So I think Jake went and got the EPIRB, John went and got the  
16 raft. We moved everything to the stern of the boat, William  
17 retrieved five survival suits, which I'm not really sure how he  
18 did it, but he did, and we just mustered on the stern and waited  
19 for help.

20 Q. Okay. So where exactly were the survival suits?

21 A. They were just inside the bulkhead door from the deck.  
22 There's a little -- there was like, a little sitting area room  
23 that there were literally four feet inside the door.

24 Q. Okay. I think -- what was the weather like?

25 A. It was probably five to eight-foot seas. The wind was out of



1 the southwest, and a very clear day.

2 Q. Was there a lot of wind, or?

3 A. I'm going to guess it was. But initially when the fire went  
4 out, it was probably 15 to 25 knots, and then it had diminished  
5 quite a bit by the time the Coast Guard had gotten there. It was  
6 just coming on to getting close to sunset and then that --  
7 generally, that's when the wind does diminish during the day, and  
8 it did that day.

9 Q. Did you feel the weather conditions were favorable?

10 A. Yes

11 Q. And how do you come to that conclusion?

12 A. Well, just the wind direction and the way the boat weighed,  
13 it kept the boat weighing so the smoke and the heat was being, was  
14 going away from us.

15 Q. Okay. Do you operate the vessel in accordance with any sort  
16 of professional standards?

17 A. I hope so. I don't know what the question is there.

18 Q. I mean, I guess the question is really just like, is there --  
19 I mean do you have company policies that you follow? Do you  
20 follow any specific standard on how to operate the vessel?

21 A. I run a pretty tight ship, but I don't know what -- I don't  
22 -- I guess there's no written policy that I operate out of, but --

23 Q. Okay.

24 A. Been doing this a long time, and I don't tolerate --

25 Q. Okay.

- 1 A. -- anything.
- 2 Q. Okay. How do you describe your company's commitment to  
3 safety?
- 4 A. I think it's very good.
- 5 Q. And how would you describe your commitment to safety?
- 6 A. Like, very good, too. I mean, that's a self-appointed  
7 opinion, but --
- 8 Q. Okay. And there isn't any sort of company policy in regards  
9 to operations?
- 10 A. None that I've seen.
- 11 Q. Okay. And do you do any sort of maintenance on the vessel?
- 12 A. Most of the -- 99 percent of the maintenance is done at  
13 shore-side with the shore crew.
- 14 Q. So it's not any of the crew that actually works on the  
15 vessel, it's somebody else?
- 16 A. No, unless it's to try to make repairs at sea.
- 17 Q. How often do you inspect the equipment?
- 18 A. The what, safety equipment?
- 19 Q. Yeah, do you inspect any of the equipment on the vessel  
20 before you do operations? Like, before you tow or haul back, or  
21 were you inspecting any of the equipment?
- 22 A. Not on a regular basis, no.
- 23 Q. Okay. Is there -- that day, is there anything that you would  
24 have done differently?
- 25 A. Gone home after the first fire. But I didn't -- we cleaned

1 up the mess and we determined that we -- I thought the situation  
2 had -- was under control. I think we had another catastrophic  
3 leak after the fact.

4 Q. Okay. So during the trip, was there any drug or alcohol use?

5 A. No. By none of my crew, I can guarantee that.

6 Q. Okay. You said that for that day you were on your second  
7 set?

8 A. Yes, because of the first fire, I --

9 Q. Okay

10 A. We -- I spent four or five hours cleaning up and making  
11 repairs, so we -- it was the midnight -- it was about 5:00 a.m.  
12 fire with the first fire.

13 Q. Okay.

14 A. And then it was probably noon time by the time I made the  
15 second set, and I just hauled back, dumped the bag, and set out  
16 again. Been towed about an hour when the second fire blew up.

17 Q. Okay. What time do you think the second fire was?

18 A. A little after five.

19 Q. Okay. Okay.

20 A. I'd say it was about 15 minutes before the EPIRB went off, if  
21 you need an exact time.

22 Q. Okay. It's really just for a timeline.

23 A. Yep.

24 Q. And so how many sets do you normally do in a day?

25 A. Lately, it's been four. We've been making long tows lately.

1 The fish have been -- was a little slow this week.

2 Q. Okay. Okay. And so walk me through kind of exactly what  
3 your actions were for the second fire.

4 A. I came out of the wheelhouse, informed the guys we had --  
5 they were all on deck processing fish. I told them we had a fire  
6 and I went to go back in the wheelhouse, and I couldn't get there  
7 because of the flames and the smoke.

8 So I came down on deck, told the guys to get all of our  
9 safety equipment together. They extinguished at least two more  
10 extinguishers down the ventilation stack because we made an  
11 attempt -- I made an attempt to get down to the engine room, and  
12 couldn't get there.

13 There was no way, without any breathing apparatus or anything  
14 on the boat, there was no possible way. So we came back up, they  
15 dumped a couple extinguishers. I threw that fire grenade in, but  
16 I don't think that had any effect. Told the guys to get the  
17 safety equipment together, and move -- muster the stern. And  
18 that's what we did.

19 Q. Okay.

20 A. To get up away from the flames and the smoke.

21 LTJG [REDACTED]: Okay. All right.

22 MR. FLAHERTY: Hey, is it okay if I ask a few questions?

23 LTJG [REDACTED]: Yep, go ahead. I was just going to ask you if  
24 you had any other questions.

25 BY MR. FLAHERTY:

1 Q. Oh yes. Hi, Captain. What type of repair did you do to the  
2 hydraulic hose after the first fire?

3 A. Replaced it. I took the broken hose out and replaced it with  
4 another hose.

5 Q. Okay. So when you say replace the hose, is it -- it's -- the  
6 hydraulic hose, is it connected to pressure fittings?

7 A. Yeah.

8 Q. Or, how is it connected?

9 A. It's connected --

10 Q. It is?

11 A. -- with JIC fittings on both ends.

12 Q. Okay. The hydraulic system, do you know how much pressure it  
13 operates at?

14 A. That is run off a charge system, which I don't know the exact  
15 pressure on that. I can't answer that question.

16 Q. Okay. Have you encountered leaks with that hydraulic system  
17 before?

18 A. No. This is only my third trip on the *Nobska*. I was running  
19 a different boat for Blue Harvest before this, but --

20 Q. So -- oh, go ahead.

21 A. I had no mechanical issues with this boat up until this.

22 Q. All right. So the hydraulic system, can you go over what  
23 specifically operates?

24 A. Well the -- with the one that had the hose, it allows what we  
25 call HROs, which are remote controls for the hydraulics. Those

1 control the main wenchers for direction of forward and reverse --

2 Q. Mm-hmm.

3 A. -- just for the controls in the wheelhouse. It's just for  
4 the remote operating controls that charge system. And it also  
5 supplies oil to the two main wenchers for when you're setting out  
6 to keep the main wench mode as lubricated during that time.

7 Q. Okay. When you took out the hose that ruptured in the first  
8 fire, was there anything -- how -- was the hose itself affected by  
9 the fire?

10 A. No, I did not notice anything to be -- the hoses -- multiple  
11 hoses were all tied together that run all these controls.

12 Q. Okay.

13 A. There's one, two, three, four, five remote operators in the  
14 wheelhouse and each one has three lines to go into it. So it's 15  
15 of these 30-foot hoses, quarter-inch hoses, that were all tied  
16 together that went up through this -- well, I'm going to call it a  
17 chimney, to the wheelhouse.

18 Q. Okay.

19 A. I think we can -- to be honest with you, we can attribute  
20 this fire to the location of those hoses to begin with. I mean,  
21 they were right -- they're right over the top of the stack. So if  
22 anything goes wrong there, all that oil goes right down to the  
23 stack.

24 Q. Okay. So I haven't seen the boat. As I understand it, it's  
25 still afloat?

1 A. They've got pumps going on it now. They're trying to bring  
2 it back to port now.

3 Q. Okay. So -- that's good. So from -- what you're describing  
4 is that -- are the hoses in the overhead of the engine room, or  
5 they run along where the stack is, or how would you explain that?

6 A. Well, all the valves that these remote operators are on the  
7 back wall of the engine room, on the back wall, aft bulkhead of  
8 the engine room. And those hoses all come together in the center  
9 of the boat and go straight up into the wheelhouse, which is  
10 directly over the main engine.

11 Q. Okay. So when you were looking at the first hose that failed  
12 for the first fire, how would you describe its failure?

13 A. It was -- I assumed it was due to the age of the hose,  
14 because it was a pin -- a small hole, like a normal hydraulic  
15 hose. When it bursts, it usually only bursts in a little pinhole  
16 and it sprays from there, you know what I -- I don't know if you  
17 understand what I'm trying to tell you, but the hose did look like  
18 it had -- it was probably original to the boat. It was an old  
19 hose.

20 Q. Okay. So -- and after you repaired it, if -- maybe go into  
21 your thought process a little bit about how after the first fire,  
22 what were you thinking about, and what -- and that situation to  
23 determine it was still safe to remain out and continue fishing.

24 A. Well --

25 Q. Can you just kind of elaborate on that?

1 A. Well, we just -- after we got everything cleaned up, and -- I  
2 was actually started home, I actually started back for New  
3 Bedford. But we got everything cleaned up, we got everything put  
4 back together, and I just determined it was, you know, I, the  
5 situation was fixed.

6 Now, whether the charge system pressure was higher than it  
7 was supposed to be, I don't know. If that's where we caused the  
8 first hose failure, or whether it was the second hose that even  
9 failed, I don't know. I can only make guesses now, but I just --  
10 we had the situation under control.

11 Q. Okay. By any chance, did you contact the head office or the  
12 home office to discuss your situation?

13 A. I called --

14 Q. -- the Coast Guard?

15 A. I called Ed Cunnie after the first fire, yes.

16 Q. And what was the recommendation?

17 A. To do what I had to do, which they probably thought was --  
18 recommendation was to leave it up to me to make a decision.

19 Q. Okay. All right. Do you know what kind of hydraulic fuel --  
20 fluid that they use?

21 A. What, like the viscosity of it, or --

22 Q. No, the -- maybe the name and brand number?

23 A. I have no idea.

24 Q. Okay. And then when the second fire occurred, it seemed like  
25 it was much more severe --



1 A. It was --

2 Q. -- than the first one.

3 A. It was explosive. And that had a huge fuel source.

4 Q. Hm.

5 A. The first one was a very small fuel source. It was just --  
6 it was a totally different situation. It had a huge fuel source  
7 the second time, because it was explosive. I mean, there was no,  
8 like, bomb effect, it was just -- it went right straight to  
9 flames.

10 I mean, I'm telling you, 30 seconds, the fire had come from  
11 the engine room, up that chimney, and fully engulfed the  
12 wheelhouse. It had a huge, huge fuel source the second time.

13 Q. So when the second one occurred, was there any, like, whoosh  
14 noise of -- or, how would you describe when -- you heard the fire  
15 when it ignited, right?

16 A. I saw smoke first coming up through the wheelhouse. And then  
17 I ran out the door to inform the crew that we had a fire, because  
18 they were all on deck. And when I turned around to go back into  
19 the wheelhouse, it -- there was a rush of flames that just came  
20 right through the console and were rolling across the wheelhouse.  
21 There was no getting back in there.

22 Q. Okay. All right. And then any -- did you activate the  
23 EPIRB?

24 A. Yes.

25 Q. All right. And -- but you stayed on the vessel? You were

1 able to stay back aft?

2 A. Yes. It's a 100-foot boat, so we were safe where we were.  
3 We went all the way to the stern of the boat and mustered together  
4 on the stern of the boat. And we were upwind of the fire and  
5 smoke, so we were safe where we were until we were rescued.

6 MR. FLAHERTY: Okay. All right. That's all the questions I  
7 have.

8 LTJG [REDACTED]: Okay. That's all the questions I had, too. So  
9 --

10 CAPT. JANNELLE: All right.

11 LTJG [REDACTED]: I think we're good. Thank you very much,  
12 Captain.

13 CAPT. JANNELLE: Who do you want next?

14 (Whereupon, the interview was concluded.)  
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16  
17  
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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 THE F/V NOBSKA  
NEAR CAPE COD, MASSACHUSETTS  
ON APRIL 30, 2021  
Interview of Brian Jannelle

ACCIDENT NO.: DCA21FM027

PLACE: Via Telephone

DATE: May 3rd, 2021

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.

[REDACTED]  
[REDACTED]  
Transcriber