

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

ROGER BLOUGH CASUALTY *

IN STURGEON BAY, WISCONSIN, * Accident No.: DCA21FM015

ON FEBRUARY 1, 2021 *

*

* * * * *

Interview of: DAVE HUNT, Port Engineer

Key Lakes & *Roger Blough*

Bay Shipbuilding Conference Room
Sturgeon Bay, Wisconsin



APPEARANCES:

CWO [REDACTED], Investigator
United States Coast Guard

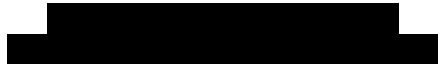
ROBERT R. TERBRACK, Esq.
Gallagher Sharp, LLP
(On behalf of Key Lakes)

ROBERT HARSHMAN, Fire Investigator
Key Lakes

DEREK STARR, S.E.A.
Fincantieri Bay Shipbuilding

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of David Hunt	
By Mr. Starr	5
By CWO [REDACTED]	7
By CWO [REDACTED]	8
By Mr. Starr	9
By Mr. Harshman	10
By CWO [REDACTED]	11
By Mr. Starr	11
By CWO [REDACTED]	12
By CWO [REDACTED]	16
By CWO [REDACTED]	21



I N T E R V I E W

1
2 CWO [REDACTED]: This is Chief Warrant Officer [REDACTED], lead
3 investigator for the *Roger Blough* fire that occurred on 1
4 February. We are in the safety training room at Bay Ship. The
5 doors are closed. There are two doors to the room; there is one
6 to my back and right.

7 I have Dave Hunt, the individual that we'll be interviewing
8 this afternoon. One of the doors is directly to his left, he's
9 unimpeded, the table is in a rectangular configuration. We're all
10 sitting around it.

11 That said, there's water over there, Dave, help yourself.
12 The coffee's probably bad and cold. Dave, do I have your consent
13 to record the interview?

14 MR. HUNT: Yes, you do.

15 CWO [REDACTED]: Okay. As we go around the room, does anybody
16 else have objection to recording the interview at this time?

17 MR. TERBRACK: No.

18 CWO [REDACTED]: Okay. Dave, introduce yourself, list your
19 position.

20 MR. HUNT: My name is Dave Hunt. I'm the port engineer for
21 Key Lakes/Great Lakes Fleet.

22 MR. TERBRACK: Bob Terbrack, counsel for the vessel owner.

23 MR. HARSHMAN: Rob Harshman, forensic engineer for the vessel
24 owner.

25 MR. STARR: Derek Starr, S.E.A. forensic engineer on behalf

1 of Bay Shipbuilders.

2 CWO [REDACTED]: Dave, I'm going to let these folks start with any
3 questions that they may have and I'll pop in and out as I see
4 necessary for my questions. So just appreciate your cooperation
5 being here, thank you very much.

6 MR. HUNT: Okay.

7 INTERVIEW OF DAVE HUNT

8 BY MR. STARR:

9 Q. Dave, how long have you worked in your current position?

10 A. I started with this position in October 10th of 2016.

11 Q. Okay. And how long have you been an engineer for --

12 A. I went to school at Great Lakes Maritime Academy and I
13 graduated in 2005.

14 Q. Okay. And you've been working here since, since then?

15 A. No, sir, I worked for American Steamship for six years and I
16 worked for American Bureau of Shipping for five and a half years.

17 Q. Gotcha. And so -- just in a general sense, what are your
18 duties as a port engineer?

19 A. I take care of all the planning, surveys. Dry dock surveys,
20 internal hull surveys. If anybody needs a vendor, you know, to
21 the vessel I coordinate that. It's a pretty wide scope.

22 Q. Gotcha. So are you the chief engineer for any of the ships
23 that are in port?

24 A. No, sir.

25 Q. Okay. So how does your position relate to the other

1 engineers on the ships?

2 A. I'm just -- basically I am there to help them. They call me
3 if they need help. I do -- you know, I guess I would be their
4 superior and get them, you know, vendors if they need it. I take
5 care of all the -- I'm basically the liaison between the ship and
6 the shipyard and everything that transpires out of that.

7 Q. Who's your direct supervisor?

8 A. Willie Keyes (ph.). I'm the port engineer and he's the state
9 engineer.

10 Q. With respect to the *Roger Blough*, what involvement have you
11 had, I guess, since it's been laid up in here?

12 A. I've had -- I've been the port engineer on scene since it's
13 been here. I believe they came in July 9th, so I've had -- you
14 know, we've done steel surveys, main engine alignments and
15 whatnot.

16 Q. So can you just run through the main projects that have gone
17 on on the *Roger Blough* this season?

18 A. Sure. The biggest project we've done within our steel survey
19 repair which is ballast tank surveys, cargo hold surveys. We run
20 a continuous hull survey so ABS and Coast Guard are involved in
21 those.

22 Another big project we had was alignment, alignment of both
23 port and starboard main engines. Fairbanks-Morse, so I basically,
24 you know, schedule Fairbanks-Morse to come in and realign the
25 engines. They started shortly after Labor Day and it took about

1 two months to do, so. I had (indiscernible) guys that put new
2 bolts in, get it, get it back to where it's supposed to be from
3 the factory spec.

4 Q. Do you get involved in any of the minor day-to-day keeping
5 things running, projects?

6 A. As far as what?

7 Q. Like maintenance on different types of machinery or --

8 A. So, you know, we have our worklist in the winter time and if
9 anything needs maintenance and they need support from shore side I
10 schedule that. They call me, email me, text me, whatever they
11 need, provide support for that.

12 Q. Gotcha, good. Do you ever go on the *Roger* -- or when was the
13 last time you were on the *Roger Blough*?

14 A. The last time I was on the *Roger Blough* was Sunday morning.

15 Q. Okay. Before, how about before the fire?

16 A. That was before that.

17 Q. Okay.

18 A. Yeah. That was the 31st. Correct?

19 Q. Gotcha.

20 A. The 1st was --

21 BY CWO [REDACTED]:

22 Q. Yeah, yeah, it was the 31st. What time were you on there,
23 Dave?

24 A. Oh, jeez, it was in the morning. Usually, usually all I do
25 is I make -- we have a list of jobs, I go and check on jobs. We

1 didn't have a whole lot going on there so --

2 Q. Right. Was it before lunch, after lunch?

3 A. It was before lunch.

4 Q. Before lunch.

5 A. Yeah.

6 Q. How long were you onboard?

7 A. Approximately a half hour.

8 Q. What did you do?

9 A. I talked to Isaac and I believe -- I believe Christian was
10 still there.

11 Q. If Christian was still there, would it be safe to say it was
12 before 9 a.m.?

13 A. It could very well be, yeah.

14 Q. Okay. I -- Christian said he left maybe around nine in the
15 morning, trying to establish that timeline.

16 A. Yeah. No, I -- my days run together so I'm trying to find
17 out.

18 Q. Oh, yeah, I understand that.

19 A. So I talk to -- when I got to the vessel I talk to all the
20 individuals there, I walk the vessel, make sure the ship area is
21 doing what they're supposed to be doing. Vendors have questions.
22 I help with that, you know.

23 MR. STARR: Anything out of the ordinary that day?

24 MR. HUNT: No, sir.

25 BY CWO WIGHT:

1 Q. Anyone raise any concerns with you onboard like, hey, Dave,
2 this is busted, can you help me out?

3 A. No. I mean, we generally try to talk about what the next
4 step is, you know. And that one there's so much done ahead of
5 time that, you know, it's a different situation there than what's
6 going on on the rest of the vessels when you have a short window
7 for maintenance and repair.

8 Q. What was the next step in your process to prepare the vessel
9 for getting underway, what was the big thing that Dave Hunt's
10 tracking so we don't get those nasty phone calls from folks, you
11 know what I mean? Like what crisis were you trying to avoid on
12 that boat?

13 A. Basically we were starting to get ready for testing for fit
14 out work list through -- to the chief engineer, they leave a list
15 of small tasks to do, and then we try to test stuff in the
16 wintertime so at -- that fit out when the vessel is ready, ready
17 to depart we're not charter blocked up against the --

18 Q. Roger that.

19 A. So I actually had your folks and ABS out there Friday for an
20 overview of fit out items and continuous machinery survey items.
21 That was a Friday -- I'd say the 29th? 31st? 30th, yeah.

22 BY MR. STARR:

23 Q. And so Christian was the chief engineer on that vessel; is
24 that right?

25 A. No, sir.

1 Q. Okay. So who's the chief engineer?

2 A. The permanent chief engineer is Mike Root.

3 Q. Okay. So do you work with him typically when you're
4 scheduling stuff?

5 A. Yes, this time of year the vessel is laid up so he's at home.
6 So we have individuals that work in the wintertime for the company
7 to work on stuff, so I -- the way we're -- the planning starts
8 months and months ahead of time; so that is directly with the
9 chief engineer during our grading season. You get to wintertime
10 you're actually physically doing it, it's what does it take to get
11 through the job and keep the task on hand.

12 Q. Gotcha. So -- but the engineer onsite was, was then
13 Christian?

14 A. That's correct.

15 Q. Even though Mike Root was the chief engineer?

16 A. That's correct.

17 MR. STARR: Okay.

18 BY MR. HARSHMAN:

19 Q. You said the boat came in on July 9th.

20 A. That's correct.

21 Q. That seems rather early?

22 A. Yes. I agree it is pretty early.

23 Q. What, what precipitated that?

24 A. The economy, COVID, (indiscernible) basically we had a -- you
25 know, everything for a -- that -- Okay, so the vessel hauls iron

1 ore, that's it raw product that it hauls so, you know, it's
2 basically a trickle-down effect. If you're not buying washers,
3 dryers, cars, the steel mill doesn't produce steel, we don't have
4 to carry it, carry the ore to make the steel, you know.

5 And like I say we had issues on the mine side too as far as
6 employees going to the mine and (indiscernible).

7 Q. Okay. Was there any issue with the engine room furnace?

8 A. No, sir. That is -- the engine room we have furnaces only in
9 use during the wintertime, we have three.

10 Q. Do you know when that furnace was turned on most recently?

11 A. Whenever it got cold out, I want to say this fall. I -- to
12 pinpoint a date, I do not know.

13 BY CWO [REDACTED]:

14 Q. The installation date of that, I'm testing your memory, a
15 whole winter ago.

16 A. Yeah.

17 Q. I know I've asked Robert to --

18 A. February, January, February time period 2019.

19 Q. Hold on a minute, `19 or `20?

20 A. I don't know. No, I ordered it -- sorry. We ordered it in
21 `19 and installed it in `20, sorry.

22 Q. So -- okay, no worries, we're already into a new year and I'm
23 trying to track. One year old, two years old.

24 BY MR. STARR:

25 Q. Any ideas on the specs of that furnace compared to the old

1 furnace?

2 A. I -- the way it works is we needed -- we wanted to put a new
3 furnace in there. I asked Tweet and Garot to give me a quote for
4 that furnace actually in 2019, that's why because they do all that
5 stuff for us. I said what's it going to take to put a new furnace
6 in here? And then they will look at it and send me a spec sheet
7 of what it is, and the price.

8 Q. And how do you spell Tweet and Garot?

9 A. Tweet, it's T-W-E-E-T and then Garot, G-A-R-R-O-T [sic].

10 Q. Okay. Just like it sounds?

11 A. Uh-huh.

12 MR. HARSHMAN: Put it in a report, have it all typed up so.

13 I think it's one hour, just to be helpful.

14 MR. HUNT: One hour? Yeah, (indiscernible) break, sorry.

15 CWO [REDACTED]: Very helpful.

16 BY CWO [REDACTED]:

17 Q. So did any of the engineers come to you and say there --
18 there's an issue we can't get this to work, or anything like that?

19 A. At one point we had -- at the end of December we requested
20 Tweet and Garot's assistance because I believe they were having
21 trouble with it, getting the light.

22 MR. STARR: Who reported that?

23 MR. HUNT: That was Mike Root at that time.

24 MR. HARSHMAN: And when was that?

25 MR. HUNT: From my recall, it was late December. Ironically,

1 it was the 29th.

2 CWO [REDACTED]: Should I write maybe 29th?

3 MR. HUNT: I can give you a better date. Maybe the 29th, I
4 know I was on vacation but I --

5 MR. HARSHMAN: I happen to have a document. I know you're
6 not trying to quiz him on his memory.

7 UNIDENTIFIED SPEAKER: Yeah.

8 MR. HUNT: I -- yeah. Tuesday, December 29th because I was
9 off between Christmas and New Year's and that didn't happen then.

10 MR. HARSHMAN: Okay. Tuesday, December 29th.

11 MR. STARR: And, oh, I'm sorry. If you have it documented,
12 do you know what they did on that day?

13 MR. HUNT: Okay. So my, my email -- I got the email from the
14 (indiscernible) furnace is down, not come up with a problem yet.
15 We have no parts. Will you please get a repair guy lined up?
16 Call again later to find out what's going on -- we'll call you
17 later to find out -- okay?

18 Mike, John Frank will be there in about 45 minutes, roughly
19 3:10 Central Standard Time. Please keep a lookout for him. Dave.

20 CWO [REDACTED] May I see this?

21 MR. HUNT: Yeah, yeah, go ahead.

22 CWO [REDACTED] Okay, thanks. I'd like to take a picture of it.
23 Obviously, this is the kind of stuff I'll get copies of from you
24 later on.

25 MR. HUNT: Right, so yeah. It's fine, you can take a

1 picture.

2 CWO [REDACTED] Thanks.

3 MR. HUNT: It's okay.

4 MR. HARSHMAN: Did I hear this correctly? That it was --
5 this was a problem with the burner lighting?

6 MR. HUNT: Yes, I believe so.

7 MR. HARSHMAN: Okay.

8 MR. STARR: Any idea what they ultimately did to get it
9 running?

10 MR. HUNT: I -- I from what I know, they may have just set a
11 damper on the (indiscernible) side. Other than that, I was not
12 there.

13 UNIDENTIFIED SPEAKER: Who's John Root?

14 MR. HUNT: Mike Root?

15 UNIDENTIFIED SPEAKER: Is it Mike Root?

16 MR. HUNT: Mike Root.

17 UNIDENTIFIED SPEAKER: John Frank.

18 MR. HUNT: John Frank is, John Frank is a technician from
19 Tweet and Garot.

20 CWO [REDACTED] This says John Frank was going to be there in 45
21 minutes. People keep a lookout for him. So John Frank was the
22 last person to work on the furnace?

23 MR. HUNT: As far as I recall.

24 CWO [REDACTED] As far as you know. Okay, sorry.

25 MR. HARSHMAN: And are your engineers typically qualified to

1 fix the furnaces themselves if they have the right parts?

2 Depending on the issue obviously?

3 MR. HUNT: Depending on the issue, yeah.

4 MR. HARSHMAN: Yeah, okay.

5 CWO [REDACTED] Who would have more information on John Frank's
6 visit?

7 MR. HUNT: I don't know. I have not received an invoice from
8 them.

9 CWO [REDACTED] Oh, you haven't even gotten an invoice from those
10 folks yet? I guess it was free. Chief engineer couldn't get it
11 to light; that's all you know?

12 MR. HUNT: That's all I know.

13 CWO [REDACTED] Okay. All right. Fair, thanks, Dave.

14 MR. HUNT: Okay.

15 CWO [REDACTED] Tweet/Garot was a vendor, came onboard, did some
16 service on the 29th of December, work scope unknown at this point
17 in time. Would love to get a work report and invoice from those
18 folks. If Key Lakes can help facilitate getting that to me, I'd
19 appreciate that very much.

20 MR. TERBRACK: Yeah. It's my understanding that the invoice
21 saying, you know, if they've done a bunch of jobs across the board
22 for Key Lakes, they might not be invoicing per job, this might be
23 like, a quarterly invoice to come, something like that so. I
24 mean, to the extent that they exist, if you want them, we can get
25 them to you.

1 CWO [REDACTED] Yeah, and it might be prudent to ask them to do a
2 specific invoice for the work performed on the *Roger Blough* to
3 facilitate a more timely release of information. Because you're
4 absolutely right, sometimes you get these invoices for all these
5 projects and the descriptions are terrible sometimes, and it's
6 hard to delineate what boat was having what work done. So for the
7 sake of clarity, if they can provide an invoice with the
8 technician's contact information and so on and so forth.

9 BY CWO [REDACTED]:

10 Q. Was NS5 utilized for this maintenance request?

11 A. I believe so. I believe I put a work order in and our
12 purchasing department sent them to a PO.

13 Q. So there's a work order for the furnace. Now in NS5 how
14 would that work, they went out there, they fixed it, has this been
15 cleared in NS5, do you recall? Have you guys had a chance to look
16 as a clear discrepancy because I know you get these red flags and
17 that's like you're doomed, right, all these red flags, you've got
18 to call folks about in NS5 when things aren't resolved within the
19 timeframes?

20 Because sometimes we have office folks that are breathing
21 down our neck, especially in NS5 you have somebody watching big
22 brother so to speak causing headaches for you. If we look into
23 was the item cleared on your end in NS5 as far as maintenance
24 checked off?

25 A. This was not a maintenance item; this was purely a work

1 order. When I say a work order, that's why I put in -- let me
2 rephrase. A work order, I call them a work order, I put in a
3 service requisition, I guess that would be a fair term and then
4 our purchasing department converts it into a PO. So that's
5 strictly a financial --

6 Q. Okay. So you did a work order for the furnace and a service
7 acquisition?

8 A. Well, a service requisition in our --

9 Q. Requisition.

10 A. -- you know, in our -- well, I call them work orders because
11 we either write requisitions, which is for a nut and bolt or a
12 work order, which is for a vendor to actually physical come down
13 to the vessel.

14 Q. Okay.

15 A. And then no matter who gets it, it's a PO. So this is a
16 financial side of NS5 versus a maintenance side.

17 Q. Versus the maintenance side. So we wouldn't necessarily have
18 something on the maintenance side for this?

19 A. Maintenance vent, no.

20 Q. Okay. So there's not -- to your knowledge, is there anything
21 in NS5 regard -- in NS5 regarding PMS?

22 A. To my knowledge, no.

23 Q. For the furnace, okay.

24 A. I don't know.

25 Q. Okay. That's something -- not expecting to have all the

1 answers just to the best of your ability. I appreciate that. So
2 we'll look at getting the work order, service requisition or
3 however the terminology was.

4 A. P-O-V.

5 CWO [REDACTED]: PO?

6 MR. HARSHMAN: Do you have a model number for the furnace by
7 any chance? Did you file paperwork on that?

8 UNIDENTIFIED SPEAKER: So you guys want me to hand in this
9 paperwork that I have that --

10 MR. HARSHMAN: Or you could just say it but, yeah.

11 UNIDENTIFIED SPEAKER: -- probably have the reference to.
12 Here's the -- you know, here's the -- you know, you guys got off
13 the ship, what, three hours ago?

14 UNIDENTIFIED SPEAKER: Yeah.

15 UNIDENTIFIED SPEAKER: So if you're looking at the furnace
16 and in that time I said, you know, can you guys educate me on the
17 furnace? So things were produced for me just to bring me up to
18 speed on what this furnace is, you know. I want to, I want to
19 help -- I'm trying to get up to speed on it as much as you guys
20 are, so I can't tell you that this is the correct answer.

21 UNIDENTIFIED SPEAKER: That's fine.

22 UNIDENTIFIED SPEAKER: All I know is this is something that I
23 found, you know, that might give me some information on the
24 furnace. So to the extent --

25 UNIDENTIFIED SPEAKER: If we're going to open up the furnace

1 tomorrow, I want to do some research tonight and if I have the
2 model number it will make it a lot easier.

3 UNIDENTIFIED SPEAKER: Yeah. And it better to come from his
4 mouth than my mouth --

5 UNIDENTIFIED SPEAKER: Yeah.

6 UNIDENTIFIED SPEAKER: -- because I can misread this thing.

7 UNIDENTIFIED SPEAKER: Gotcha.

8 UNIDENTIFIED SPEAKER: All I know is that this was handed to
9 me as a here, this might get us in the right direction so --

10 UNIDENTIFIED SPEAKER: Okay.

11 MR. HUNT: This was the quote that I received from Tweet and
12 Garot the year before. It's an installation of a Powrmatic CA-100
13 oil furnace.

14 MR. STARR: Can you spell Powrmatic?

15 MR. HUNT: Just like it sounds, it's P-O-W-E-R-M-A-T-I-C
16 [sic], all one word, Powrmatic.

17 MR. STARR: Is it P-O-W-E-R or just P-O-W-R?

18 MR. HUNT: E-R [sic].

19 MR. STARR: Okay.

20 MR. HUNT: Powrmatic [sic] yeah.

21 MR. HARSHMAN: What model?

22 MR. HUNT: CA-100 oil furnace.

23 MR. HARSHMAN: Charlie, Alpha 100?

24 MR. HUNT: Yup, Charlie, Alpha, dash 100.

25 MR. HARSHMAN: Okay.

1 CWO [REDACTED]: Did the purchase order -- we'll, we'll get that
2 from --

3 MR. STARR: Mike actually -- I mean, I literally haven't even
4 looked at these documents yet, but that may or may not be the
5 purchase order.

6 CWO [REDACTED] Okay.

7 MR. HUNT: This is my purchase order (indiscernible).

8 CWO [REDACTED]: May I see the purchase order when you're done
9 looking at it?

10 UNIDENTIFIED SPEAKER: Yeah.

11 CWO [REDACTED] Thank you.

12 UNIDENTIFIED SPEAKER: Again, can't verify that this --

13 CWO [REDACTED]: I hear you 100 percent --

14 UNIDENTIFIED SPEAKER: Yeah.

15 CWO [REDACTED] -- working with last minute -- the fact that
16 you've got something together --

17 UNIDENTIFIED SPEAKER: So our actual purchase number is right
18 up here.

19 CWO [REDACTED] Okay. That's sufficient enough for me. That's
20 --

21 MR. HUNT: That is -- that's for the furnace purchase and
22 installation based on this quote.

23 UNIDENTIFIED SPEAKER: And this has a general --

24 CWO [REDACTED] Not the service call.

25 I know we're getting copies of everything but -- because I

1 know he has a lot on his plate, as do we all. This gives me a
2 chance to get in and pull the approvals on the unit from UL,
3 whichever third party.

4 There you go. And then this is a quote that you had gotten
5 from Tweet/Garot?

6 MR. HUNT: That's correct.

7 CWO [REDACTED]: May I also see that just momentarily?

8 UNIDENTIFIED SPEAKER: That's fine.

9 CWO [REDACTED] Thank you very much.

10 UNIDENTIFIED SPEAKER: Uh-huh.

11 CWO [REDACTED] Powrmatic CA-100 oil furnace. We'll get some
12 time to go through this stuff and once we do, maybe some
13 additional questions.

14 Do you know to what extent -- garbage.

15 MR. TERBRACK: Legal stuff. Come on, terms and conditions.

16 CWO [REDACTED]: Did you write this?

17 BY CWO [REDACTED]:

18 Q. Do you know to what extent Bay Ship was involved with the
19 installation and the prep for getting the -- I'm assuming they
20 ripped the old one out, right? I mean, Todd made a buck on this
21 somewhere?

22 A. Yes, he did.

23 Q. Okay.

24 A. And I have to -- it's a lot of projects ago.

25 Q. Let's --

1 A. So I --

2 Q. We'll come back to it.

3 A. They were absolutely involved.

4 Q. Okay.

5 A. I know they -- yes, they were involved. I -- to what extent,
6 I cannot remember. I mean, did they rip the unit out, did our
7 guys help? I know they definitely lifted it off with their crane
8 and that type of stuff, you know.

9 Q. Of course, that's -- that kind of stuff that we'll be looking
10 for from Bay Ship, I don't expect you to have all those details.
11 I understand the scope and the breadth of your job, which is why I
12 don't have your job. I don't know -- I couldn't do it.

13 Anything else come to light that you can think of? I know we
14 had a tech in December, Tweet/Garot monkeyed around with this
15 thing and it was firing and then it fired a little too much
16 potentially, something went on down there. Any -- yourself
17 familiar with these boats, from an ABS perspective, I'd like to
18 tap into that --

19 A. Okay.

20 Q. -- unless you've flushed all that just yet. With the
21 continuous machinery item surveys and things of that nature, is
22 this under the scope of ABS' regulatory umbrella?

23 A. No, sir.

24 Q. So in your time in ABS, had you guys ever looked at furnaces
25 in any way, shape or form?

1 A. I --

2 Q. Considering this situation, when you were wearing the white
3 coveralls would you have looked very closely at something like
4 this?

5 A. No.

6 Q. Is it on the continuous machinery items list for our current
7 surveys?

8 A. I can -- if you would like me to go one step further, the
9 boiler was retubed.

10 Q. Yes.

11 A. I even got ABS certified tubes that is rated at 50 pounds and
12 that is not a class item.

13 Q. That's because the boiler's under 49 psi?

14 A. Yes, I know.

15 Q. Okay.

16 A. So --

17 Q. So furnaced by ABS?

18 A. No.

19 Q. Non-essential service?

20 A. No.

21 Q. It's not under my regulatory purview other, other than
22 electrical and fuel concerns; same as you guys I was just -- okay.
23 And you coordinated the vendor attending the vessel for doing the
24 work on the 29th?

25 A. For the service (indiscernible)?

1 Q. Uh-huh.

2 A. Yes.

3 Q. Okay, all right. Did you coordinate the replacement of the
4 unit or have any involvement other than getting the ball rolling?

5 A. The way it works is you can see this quote was dated the 29th

6 --

7 Q. Uh-huh.

8 A. -- or 2019, sorry. So I had put a budget item in for this
9 come the end of the year 2019 our budgets get approved, we can
10 order this. 2020 the vessel weighs up. The unit is here, you
11 know, sometime during the winter, I want to say it was February.
12 They started dismantling the old one, metal and then put it in.

13 Q. Okay. Have you coordinated any other service calls for this
14 unit between now and the service that occurred this last December,
15 the 29th?

16 A. No.

17 Q. No. Okay.

18 A. Not that I recall, no.

19 Q. Previous furnace, was that a Tweet/Garot install, do you know
20 the name or manufacturer of the previous installation?

21 A. No, sir.

22 Q. Okay. Are you aware of the bad smoke detector in the engine
23 room on the *Blough*, anybody mention a bad layup detector to you?

24 A. No, sir.

25 Q. Is it something you would expect someone to tell you about?

1 A. No. We have -- no.

2 Q. There was a bad smoke detector in the engine room as reported
3 to us.

4 A. Okay.

5 Q. Just trying to understand it's not a regulatory detector,
6 it's a layup alarm system.

7 A. Okay.

8 Q. I understand that. I'm just trying to figure out, if you
9 were made aware of deficient equipment onboard given your position
10 with the company and the fact that you hold the purse strings to
11 some extent in forwarding things up the chain, no one had
12 mentioned to you that there were a deficient detector in the
13 engine room at any time?

14 A. No.

15 Q. Okay, okay. Do you get pushback from company leadership on
16 replacing items?

17 A. No.

18 Q. Would you say they trust your judgment and your expertise?

19 A. Uh-huh.

20 Q. Is there -- how would you describe the safety culture of the
21 company?

22 A. Very safe.

23 Q. Very safe. Would you say that the requisition process and
24 the repair process for machinery related items and engineering is
25 adversarial at times?

- 1 A. As far as?
- 2 Q. How easy is it to get what you want?
- 3 A. From what I see, it's something like this, we budget for so
4 the sooner we know about it we can (indiscernible).
- 5 Q. Okay.
- 6 A. And budget for it. It's usually a non-issue.
- 7 Q. Okay. So you don't get a lot of pushback --
- 8 A. No.
- 9 Q. -- is what you're saying? You ask for something they're
10 going to give it to you?
- 11 A. Within reason, yes.
- 12 Q. Of course. Anything related to safety equipment onboard that
13 you've been asking for that you haven't gotten in short order?
- 14 A. No.
- 15 Q. Any materially deficient conditions onboard with regard to
16 Coast Guard or ABS rules or regulations?
- 17 Okay. Any major maintenance items outstanding in NS5, to
18 your knowledge, relating to machinery or electrical onboard the
19 vessel?
- 20 A. No, sir.
- 21 Q. Okay. Has the Coast Guard to your knowledge issued any
22 deficiencies relating to the furnace onboard the vessel?
- 23 A. No.
- 24 Q. Are there any outstanding conditions of class from the
25 American Bureau of Shipping regarding the furnace onboard the

1 vessel?

2 A. No.

3 Q. Are there any OSRs of ABS right now at all?

4 A. No.

5 Q. Okay. I'll get with them. It's easier to ask you guys.

6 A. Right. Yeah, if they have not closed out their steel reports
7 when I was there you had to write an OSR so that would be the only
8 thing but the steel is done.

9 Q. Okay.

10 A. As far as I know, no.

11 Q. Yeah, besides them being behind on their casework you think
12 you're good to go?

13 A. Uh-huh.

14 Q. Okay. When is your next scheduled SIP inspection for the
15 *Roger Blough*?

16 A. We had it before it came in, did that in Duluth so it would
17 be basically in `21 at some point.

18 Q. Is that a fall cycle for you folks there?

19 A. I believe so.

20 Q. Like October-ish or September or -- again, I can't remember
21 every one.

22 A. I can't remember. As a port engineer, we do not schedule the
23 SIP inspection, it's our safety department that does that.

24 Q. Okay. Can you provide and I'll look in my records as well,
25 for the last SIP inspection can you provide the ICRs that were

1 completed as a part of that inspection and the findings and report
2 by the Coast Guard left onboard?

3 A. I can, I can find what's onboard, yes.

4 Q. Okay. I'm looking for which ICR numbers were completed as a
5 result of the SIP inspection that happened this last October.

6 I'll be going through my system for the last five years. What's
7 the expiration date of the *Blough* COI?

8 A. I don't know off the top of my head.

9 Q. I'll find it, don't worry about that.

10 A. Now going one step back, some of those because it came in
11 July 9th that SIP audit was conducted, the trip before in Duluth,
12 they went to Gary then they came here. So just to --

13 Q. I need a copy of the currently approved vessel action plan
14 and company action plan regarding the SIP program enrollment with
15 the United States Coast Guard. I understand that the shepherd of
16 your fleet is Duluth, is that correct, they manage the majority of
17 your SIP?

18 A. That's correct.

19 Q. Okay.

20 A. What do you need, currently approved plan?

21 Q. The company plan and the vessel plan with regard to the
22 streamline inspection program.

23 A. Company plan.

24 Q. Streamline inspection program allows these fleets to self-
25 inspect their equipment and their systems which means that the

1 Coast Guard takes an active role in spot checking items which
2 means we're a step back further from where we normally would be
3 where I take everything apart, I look at every single thing.

4 Companies do out these plans and we can talk about it more
5 offline. What it means is we let them self-regulate so long as
6 the documentation flow is correct and they approve training and we
7 don't find deficient items, we allow them to maintain enrollment
8 in the SIP program, which for this vessel is no longer going to be
9 the case.

10 They'll have to reenroll once they get everything back up and
11 running but that's something we can talk about later. It's just
12 something to discuss. Who with your company is the primary point
13 of contact for facilitating those SIP inspections, do you have a
14 manager for that?

15 A. I believe it's Paul Gussack (ph.) I (indiscernible).

16 Q. Paul does it?

17 A. Yes, sir. He took over Jerry Wolf's (ph.) position.

18 Q. Is that Dave Kessler's brother?

19 A. Yes, I believe so.

20 Q. You think though, you're not sure if Paul does it? Pretty
21 sure?

22 A. Yeah.

23 Q. Okay. Paul runs SIP, all right, cool. As a part of our
24 information request for the vessel, any non-conformities as they
25 relate to systems that may interact with this furnace, whether it

1 be fuel or electrical, as a part of your SIP program and the
2 requirement to self-regulate and self-inspect, any inspection
3 criteria reference cards that have been completed on systems that
4 may connect to this we'd like to see those?

5 A. Okay.

6 Q. I don't even know that you'll have one for the furnace, to be
7 honest.

8 A. I do not believe that's --

9 Q. I don't think that you would.

10 A. No.

11 Q. If you do would like it. I wouldn't require one for
12 enrollment in the program. I'm just saying some companies go
13 above and beyond and they add it to everything because they like
14 the program. If you have it great, if you don't that's fine.

15 A. Okay.

16 CWO [REDACTED]: I have no further questions for Dave at this
17 point from me.

18 MR. HARSHMAN: I think we're good.

19 MR. STARR: I'm good.

20 CWO [REDACTED] Does that conclude the interview?

21 MR. HARSHMAN: That's it from me.

22 CWO [REDACTED] Is there anything we haven't asked that we should
23 be asking about maintenance onboard, equipment, materially
24 deficient conditions that could have contributed to the furnace's
25 premature failure, it's a year old?

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

MR. HUNT: Not that I'm aware of.

UNIDENTIFIED SPEAKER: It's brand new.

CWO [REDACTED] Okay. That concludes the interview.

(Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: *ROGER BLOUGH* CASUALTY
 IN STURGEON BAY, WISCONSIN
 ON FEBRUARY 1, 2021
 Interview of Dave Hunt

ACCIDENT NO.: DCA21FM015

PLACE: Sturgeon Bay, Wisconsin

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

[REDACTED]