



U.S. COAST GUARD INTERVIEW SUMMARY

Matter Under Investigation: ROGER BLOUGH Fire

Interview Of: Christian Benvin

Date/Time: 1FEB21 1151

Location: Via Phone

Interviewed By: CWO4 [REDACTED]

Others Present: None

Below is a summary of the interview of Christian Benvin the 2nd engineer of the ROGER BLOUGH. I asked Mr. Benvin if I could record our interview and he verbally agreed.

CWO [REDACTED]: Its 1151 on February 1st. This is Chief Warrant Officer [REDACTED] the investigating officer from Marine Safety Detachment Sturgeon Bay, assigned to the ROGER BLOUGH fire. On the phone I have Christian Benvin, to my understanding is the engineer that's been aboard the ROGER BLOUGH. Christian do I have your permission to record for note purposes?

Mr. Benvin: Absolutely.

CWO [REDACTED]: Outstanding. So Christian again I'm so thankful that you're out of harm's way and that we didn't have any injuries or fatalities. All we have is a boat that's a bit burned up but that is best case scenario as far as I'm concerned. I'd like to get an understanding of what you were doing the last time you were on the boat and get some observations from you.

Mr. Benvin: I disembarked Sunday morning. Which would have been the 31st (January 2021). I left Sunday morning to attend a class down at the AMO union school down in Union Beach, FL. Before I left prior honestly we were just doing housekeeping. We were picking up things, jobs left over, really just tidying up, straitening up. Before I left for this trip I slated to be gone for 5 days, the office knew about it. Obviously they sponsored it, they were the ones that paid for me to go down in the first place. We had a game plan with our port engineer, our shore services and then the gentleman who remained on board in my place. Basically it was just business as usual. We were just getting set up for the remaining tasks that we had to do to get the vessel back together so we could sail in March.

CWO [REDACTED]: Yeah ok that's a great synopsis. I appreciate it. I'd like to jump into a few questions and elaborate on a few things. So you were last on board yesterday (31Jan21)?

Mr. Benvin: Yes.

CWO [REDACTED] What work specifically with possibly a focus on electrical or any heat producing work or hot work, anything like that going on?

Mr. Benvin: Absolutely not. No. I'm sitting here trying to rack my brain for the last time I did an electrical job. I think that the last electrical thing I did was take the oily water separator content meter off of the unit to send it off for calibration. That was nowhere even close to the source of the fire. We had done work with the ship's service diesel generators. We were working with Fabic Cat out of Green Bay a few faults with the engines themselves. We had put the generator on and off the bus but as far as wiring or anything like that's concerned there was no work even remotely close to the area any time soon. When I left the ship I made sure there were no grounds, no faults, and no active alarms. So this one is just as strange to me as it is to you.

CWO [REDACTED]: It sounds like Sunday was just cleaning up. You said you checked over things at a precursory level, no grounds, no faults or anything on the boards. What about Saturday or Friday, any hot work? This doesn't just include you. Any electrical or hot work that Bay Ship had been conducting or a vendor?

Mr. Benvin: No. No. The only outstanding hot work item that we had left over was in the tunnel. Between our ballast tanks we have sluice valves so you can gravitate water from the other. We're in the process of, or the shipyard was in the process of changing those out. There were 6 remaining ones. In the process they have to cut out a piece of the longitudinal bulkhead for the reach rod. That was really the only last bit of hot work that was slated for the boat. There were pipe fitters in the tunnel working on piping for the ballast system for the pumps themselves. But as far as welding/burning anything like that there really wasn't. To the best of my knowledge. I just got off the plane and I'm trying to rack my brain on what could have caused this and I'm drawing a blank sir truthfully.

CWO [REDACTED]: And that's fine, you can only tell me what you know. I appreciate that 100%. As we talk here your opinions are so valuable, nobody knows the boat better than you at this point. You were one of the last few people on board. Tell me more about the tunnel work. If they're monkeying around with the sluice valves what's the proximity of that work to the belt?

Mr. Benvin: Give or take 10 to 12 feet.

CWO [REDACTED]: So it would take some pretty incredible acrobatics for slag or something like that to jump the belt.

Mr. Benvin: It really would yes.

CWO [REDACTED]: What about other combustible materials in that area? Is there anything in that aft tunnel section by the sluice valves where stuff is stored that the shipyard may not have noticed?

Mr. Benvin: No I mean the only thing in the tunnel is rocks and dirt. There's a couple grease pails in the little shop that we have there but that's nowhere close to where we're discussing. The only thing down there that can burn is the belt.

CWO [REDACTED]: Can you talk to me about the emergency generator space and the electrical room that I think might be on the port side.

Mr. Benvin: Which deck?

CWO [REDACTED]: Same deck as the generator.

Mr. Benvin: The emergency generator kinda has its own space. Its forward above the accommodations. It's kind of isolated. The only thing that's in there is its local fuel bunker and the emergency switch gear itself and some batteries. But as far as I'm understanding that wasn't even close to where the fire was. Everyone that I've been talking to has been saying that the fire broke out somewhere in the steering flat. You're talking about 200-300 feet forward of that area.

CWO [REDACTED]: So let me understand where the emergency generator room is. It's on the stern of the vessel up on the highest deck.

Mr. Benvin: Yes it's on the stern part of the vessel above the forward part of the aft house structure.

CWO [REDACTED]: The starboard side correct?

Mr. Benvin: It's kind of in the middle to tell you the truth.

CWO [REDACTED]: So honesty goes both ways, I'm gonna spill the beans so to speak on everything that I know to see if anything catches your attention. When the fire department first got there they noticed that there was smoke coming up from that area, that was perceived to be coming from the emergency generator area more towards the port. I was told that there might be some kind of electrical equipment room over on that port side. Can you tell me anything about that?

Mr. Benvin: Yeah so the aft part of the house on the accommodations deck itself there is a conveyor shop/workshop. We keep spare parts for the conveyor system in there. There's a loose bulkhead between that space and the actual switch gear for that entire unloading system. So it's a split 480 bus for all of the conveyor drive motors. I think the windlass is up there too. All the big contactors for all the drive motors for the conveyor are in that space. That's probably what they referenced to on the port side because that is the port side. Relative midship to the ship.

CWO [REDACTED]: Would anything in that space have been energized over the weekend?

Mr. Benvin: Yes all of it. The main feed to it is secured from the switch gear. When we're underway you can either send power to the bow thruster or you can send power from the main bus to the unloading bus. The main 480 feed to those were isolated. However there are heaters in all of those circuits on all those motors that are energized through the winter.

CWO [REDACTED]: Is that like shunt fields for moisture?

Mr. Benvin: Yes.

CWO [REDACTED]: Do you guys have heat lamps up there on any of the motors?

Mr. Benvin: No. The only heat tape or lamps present on the vessel are for the effluent transfer line that runs in the aft part of the tunnel. And then the tunnel sea chest for the emergency fire pump. Those are the only heat trace we have on the boat.

CWO [REDACTED]: Is it regular heat trace or are they also bulbs and lamps.

Mr. Benvin: No. Regular heat trace. The one on the fire pump tunnel sea chest is like a big blanket, that's the best way to describe it. It's like a buy it from granger kinda part. The heat trace on the effluent line is brand new this year. It's a 20' heat tape we bought at Ace Hardware in November.

CWO [REDACTED]: The 20' heat trace that you guys got from the local store what is that installed on specifically?

Mr. Benvin: In the aft part of the tunnel on the same deck as the lower engine room when you walk into the tunnel from the engine room it would be on the port side. It's like a 30' run of pipe that all of our effluent goes through to our holding tank. Our holding tank is in the #5 ballast tank void. Just so that line doesn't freeze.

CWO [REDACTED]: With the heat tape installed in the position it's in would there be any other fuel for a fire so to speak?

Mr. Benvin: No. Not that or the tunnel sea chest. If those were to fail they would just melt and pop a breaker.

CWO [REDACTED]: And those are protected?

Mr. Benvin: Yes.

CWO [REDACTED]: With your cooperation and agreeance it would be nice to grab a cup of coffee and walk through the boat and point things out.

Mr. Benvin: Absolutely.

CWO [REDACTED]: I've been on the Blough numerous times over the years but at the end of the day it's not my home. And you know it better than anybody.

Mr. Benvin: Sure.

CWO [REDACTED]: So as far as you're concerned the heating elements for the tunnel valve or the effluent line would you say they would be very unlikely to be the source?

Mr. Benvin: I would say extremely unlikely.

CWO [REDACTED]: What about that electrical room with those heaters on the motors? Have you guys done any megger readings or high potting this year?

Mr. Benvin: No. The only work that has been done in that space has been our winches. Our winches have been systematically overhauled to make them updated. They physically take the winch off and send it to the manufacturer in Canada, and they refurbish them. They were doing the last one and the feed for that is in that same space, that unloading switch gear/electrical room.

CWO [REDACTED]: What winch is that for?

Mr. Benvin: The number 5 mooring winch is the one that got sent off. But that work had started and sort of eclipsed months ago. That was really the only fingers that would have been in that room.

CWO [REDACTED]: That work was completed how long ago?

Mr. Benvin: Not completed, started. They put in the control circuit and then we haven't gotten the winch back. Usually that happens right around fit out. So it's a dash to get it done. When we walk through I'll happily point out what they did or didn't do if we can get into that space.

CWO [REDACTED]: Who was doing the electrical side of that work?

Mr. Benvin: Bay Ship.

CWO [REDACTED]: Anyone specifically that you worked with that you know by name?

Mr. Benvin: To tell you the truth no I don't. I know that the electrical "lead" for the boat project is Jim Vansant. But who actually was the foreman or who I don't know. They were doing that work at the same time we were doing main engine work. So they were kinda self-sufficient.

CWO [REDACTED]: Does the name Jim Veness ring a bell?

Mr. Benvin: Oh that's who I mean it's not Vansant, its Veness. I'm sorry.

CWO [REDACTED]: No worries. I know Jim Veness and he's one of the electrical lead men in the electrical shop. Was the shipyard doing any work in there since this last Friday?

Mr. Benvin: No. No. It was quiet. The boat was a ghost town this weekend. No one on board as far as I know.

CWO [REDACTED]: So moving on from that electrical room and working aft and moving down what can you tell me about the steering flat. It's easy when you get out to a fire and see the most heat and smoke and you figure that's where it started. It's very unusual to have the hottest and the most fire in the spot where it started. Usually it starts small and grows until it finds fuel. It's possible it could have started in a remote area and worked its way back aft into that belt loop. Or the shuttle boom area where we saw a lot of damage. It's hard to tell right now without going through the vessel but the steering flat has been mentioned a few times. Do you have any ideas on potential sources that may have been in that area?

Mr. Benvin: The only thing that would ring a bell down there, there's 3 or 4, there's 4 but I think only 3 of them were on, 440 space heaters. We run just to bring up the ambient temperature. There's a work bench back there. There's a welder back there. But all of that was secured. I haven't done anything back there in a couple days. I had everything stowed away before I left.

CWO [REDACTED]: Ok, and if there was work getting done on the boat you'd kind of have the keys to the kingdom. The ship keeper he's not going to do anything unless you tell him to right?

Mr. Benvin: Exactly. He and I have a pretty decent working relationship. And we had a whole laid out game plan of what he was going to do while I was gone. And none of it involved anything that would have remote relevance to what happened in there.

CWO [REDACTED]: Are those Modine heaters back aft?

Mr. Benvin: Yeah, I don't know what their brand name is but that's the same style.

CWO [REDACTED]: That steering flat, does the vessel store oil in drums back there?

Mr. Benvin: Yes.

CWO [REDACTED]: Would you say there were 6 drums back there? More or less?

Mr. Benvin: Yeah, the ones that were right next to the steering flat were completely empty. The other ones that are back there, there's probably more than that. Probably 6 or 7 barrels of fuel treatment, optimar fuel treatment. And then assorted 6 or 8 barrels of hydraulic fluid various sorts. There were a number of barrels next to the steering gear. Actually I think the last job that we did was the ship keeper and I brought those barrels down. We were gonna change out the oil and clean the sump on the steering gear.

CWO [REDACTED]: Did you get to the sump and the steering gear?

Mr. Benvin: No we did not.

CWO [REDACTED]: Did you do any prep work in getting ready for that?

Mr. Benvin: Just bringing the barrels down that's it.

CWO [REDACTED]: Any sources of ignition in proximately of those barrels?

Mr. Benvin: No, nothing. Just those heaters. That's the only thing that I can think of is those heaters.

CWO [REDACTED]: How would you on a scale of 1 to 10 or however you feel comfortable describing it, what would you rate the vessel in these areas that we've talked about regarding cleanliness or gear adrift?

Mr. Benvin: The steering gear wasn't the greatest. It was kind of our catch all area. Because that's where our shipping hatch is for bringing things on and off the boat. I'm critical so I would give it a 5 or a 6. But as far as combustibles laying out like paint thinner or anything like that it was just tools and stuff. What rings my bell is a grocery basket, and air hose over in the corner, the rigging that we tried to sort through that me being lazy I didn't put back. As far as things like cardboard or dunnage laying around there wasn't anything like that.

CWO [REDACTED]: Do you guys have a program for oily rags disposal? I'm trying to think about everything holistically. Do you guys have storage bins for those? Are there any of those back in the areas that we've discussed? Or elsewhere?

Mr. Benvin: No we didn't have anything excess oily. We put them in DOT barrels and then we'll put it outside and run it through the incinerator when we're moving. Or we'll give it to the shipyard. Every day we make a trash round. I remember taking trash out with Isaac. I think there were a couple remainders of wood crates that we took apart to build another wood crate. But as far as oily rags on top of each other there wasn't any anywhere on the boat because we made a garbage run before I left.

CWO [REDACTED]: You said there is a workshop back aft and that stuff was secured as far as welding, cutting and grinding.

Mr. Benvin: Yup.

CWO [REDACTED]: That portside electrical space, the conveyor room, what did you say it was?

Mr. Benvin: Unloading switch gear room.

CWO [REDACTED]: Yeah, I assume there's work benches back over there. Is there any work that a shipyard person might have been doing in there?

Mr. Benvin: I would call that very very unlikely.

CWO [REDACTED]: This is all good information. But I was kind of hoping that something would peak your interest a little bit more. But it's good to hear that you have such a profound awareness of what's going on aboard the vessel and what work was and was not being done. If you had to guess based on the little bit that you know about this situation where would you bet that it could have started?

Mr. Benvin: My guess is probably one of those heaters in the steering flat. That's the only thing I can wrap my head around. Or a heater and a motor. But I honestly don't know. This one gets me because I don't know. It would have been nice if this were like the St. Clair where you could point a finger and say oh there was hot work, there was belt work.

CWO [REDACTED]: That would have been easy.

Mr. Benvin: But this one, full disclosure I have zero to hide from you. So when I tell you I don't know it's because I honestly don't know.

CWO [REDACTED]: Hey you know I infer nothing and make no assumptions as to guilt or culpability in any of this. Really again this is just trying to narrow it down. When is the last time you were cooking on the boat?

Mr. Benvin: That would have been Saturday.

CWO [REDACTED]: Where did you cook and what did you cook.

Mr. Benvin: I think I made a sandwich. I know the port services guy and the handyman were going to make lunch in the galley and they had started prep work. But then we got a call that one of our vendors wanted to take us out to eat on Saturday. So the last time I would have eaten in the galley would have been Saturday evening. Isaac made some chicken nuggets and I went to the Munson to eat burgers with the Chief. So the last time I cooked something would have been on Friday.

CWO [REDACTED]: Do you guys have a grill or anything that you use to cook outside?

Mr. Benvin: Yeah there is a propane grill. It would have been on the starboard side. Right outside that galley door.

CWO [REDACTED]: Have you guys used that recently?

Mr. Benvin: The last time that I used the grill was over a week ago.

CWO [REDACTED]: Is that a smoker or just a grill?

Mr. Benvin: Just a grill.

CWO [REDACTED]: Is there a smoker on board?

Mr. Benvin: There used to be but it's not anymore.

CWO [REDACTED]: Ok. When did that come off?

Mr. Benvin: That came off when I went on vacation. December 15th.

CWO [REDACTED]: So we can rule that out. So I will share with you that the ship keeper (Isaac Johnson) was of the same thinking with potentially a heater. We're gonna wrap this up in just a moment. How long have you worked with Key Lakes?

Mr. Benvin: I've been with Key Lakes, I did my last cadet ship with them in 2016. And I got on my first job with them on my license in July of 2016 and I've been with them since.

CWO [REDACTED]: What is your license?

Mr. Benvin: I have a first license. First motors and 2nd for steam. I'm real close to my Chief's.

CWO [REDACTED]: Awesome.

Mr. Benvin: We'll see if I don't lose my job over this.

CWO [REDACTED]: Well Christian unless there's something I don't know about I think you're fine. So you've been with the company since 2016. How would you describe their safety culture? Pretty good?

Mr. Benvin: Yeah. I mean no BS. They're thorough and they're fair. They're realistic about things which is nice.

CWO [REDACTED] Well you have Dave Hunt (Local Vessel Rep for Key Lakes) and he's a solid guy.

Mr. Benvin: Yeah he is and I actually consider him a pretty good friend.

CWO [REDACTED]: He doesn't get too excited like previous port engineers or reps. We know a lot of the same people and I've worked with Dave Hunt a long time. He's very level headed and I trust him completely. So now I have a few questions and some of them might be a bit uncomfortable but I've got to get through them I don't want this interview to run much longer than 30 minutes.

Mr. Benvin: Go ahead.

CWO [REDACTED]: So are you a smoker?

Mr. Benvin: No. I chew but I don't smoke.

CWO [REDACTED]: What's your date of birth?

Mr. Benvin: [REDACTED].

CWO [REDACTED]: What is your mailing address?

Mr. Benvin: [REDACTED]

CWO [REDACTED]: So you don't smoke. Does Isaac smoke?

Mr. Benvin: Yes.

CWO [REDACTED]: Where does he smoke?

Mr. Benvin: Outside.

CWO [REDACTED]: Does he always smoke outside.

Mr. Benvin: When it's convenient. Sometimes in the engine space but we have designated smoking area specifically right behind the control room. But usually he pops out to smoke outside. He's one of the few that does.

CWO [REDACTED]: But you do have a little designated area behind the control room?

Mr. Benvin: Yes. The aft part.

CWO [REDACTED]: And where do cigarette butts go?

Mr. Benvin: There's a receptacle right there. And the Chief and I are very thorough to get the guys to throw their butts away.

CWO [REDACTED]: Was he smoking in any of the areas we're talking about to your knowledge or that you observed?

Mr. Benvin: In the steering flat yeah when we were moving barrels. But he was outside actually because I was down in the bottom and he was up top running the hoist. So yes he was smoking but he was not actually in the space. This would have been on Saturday (30JAN21).

CWO [REDACTED]: Just trying to rule everything out. So you left...

Mr. Benvin: No you're good.

CWO [REDACTED]: Sunday morning. What time did you leave?

Mr. Benvin: I flew out of Green Bay at I think 11 am.

CWO [REDACTED]: How often do you drink on board?

Mr. Benvin: I'm not going to say that I never drink on board. But one or two you know. Occasionally.

CWO [REDACTED]: How much has Isaac been drinking on board?

Mr. Benvin: Actually he's been pretty good. He's trying to do the whole spin dry thing. I know he hits it pretty hard when he's at home. You know he's a commercial fisherman. So not to stereotype but. He and I went out to eat on the day they got there and that was the last time that any drinking had been had. I haven't seen him drink anything since.

CWO [REDACTED]: Isaac has one or two from time to time on board or no?

Mr. Benvin: Sure.

CWO [REDACTED]: How many does he usually drink on board?

Mr. Benvin: I would say no more than 4 or 5. As far as I've seen.

CWO [REDACTED]: Ok. What are you guys enjoying on board?

Mr. Benvin: Just beer.

CWO [REDACTED]: Any particular type?

Mr. Benvin: No.

CWO [REDACTED]: No. Just whatever somebody's comes back from the gas station with?

Mr. Benvin: Pretty much. I hate to say but I'm being honest with you.

CWO [REDACTED]: I appreciate it. I'm just trying to rule everything out. Would you say he's a heavy drinker?

Mr. Benvin: In years past. But from what I've seen from him this year he's really toned it down.

CWO [REDACTED]: So he's making an effort. That's awesome. I'm trying to cut back myself. You get done with a busy day of work and it's kind of default with a lot of us. We turn to that and have a beer.

That's pretty normal in my routine. So I don't judge on that at all. Not trying to place blame but do you feel in any way that you were responsible for the fire?

Mr. Benvin: Me?

CWO [REDACTED]: Yeah.

Mr. Benvin: No I don't. Do I feel responsible that I wasn't there? Yeah absolutely. Would anything have gone different maybe but I don't know. But did I do something honestly in my heart of hearts that caused this I honestly could say no. Unless you find something that I've overlooked. From any work that I've done I can say that no. This has to be something that was a fluke.

CWO [REDACTED]: Yeah and I totally understand that. Again like I prefaced some of the questions are a bit uncomfortable but we have to ask them.

Mr. Benvin: Sure.

CWO [REDACTED]: What about Isaac?

Mr. Benvin: No I don't think so. He was just doing his due diligence and he was concerned about me leaving. I think he was hyper alert.

CWO [REDACTED]: With him what is his job description? He couldn't really tell me other than that "I'm the ship keeper, its a 8-4 job and I kinda just do what I'm told." He's there to just really give you support and give you a hand and make life easier. Is that a good summary?

Mr. Benvin: Yeah.

CWO [REDACTED]: Ok good. How many auxiliary boilers do you have on there?

Mr. Benvin: Just one. There's a waste heat in the stack but oil fired there's only one.

CWO [REDACTED]: Is that a Johnston or is that a?

Mr. Benvin: Yeah it's a Johnston boiler.

CWO [REDACTED]: Ok so a standard big ugly silver looking?

Mr. Benvin: Yup.

CWO [REDACTED]: Is that water tube?

Mr. Benvin: What's that?

CWO [REDACTED]: Is that a water tube or a fire tube?

Mr. Benvin: Fire tube.

CWO [REDACTED]: How has that been running?

Mr. Benvin: Good. Well there you go I just I re-plumbed all of the supply fuel lines to that. Starting from the discharge of its local fuel pump to the burner front. Because we had various little leaks. I figured since I had the time I was going to fix it.

CWO [REDACTED]: When did you finish redoing the lines?

Mr. Benvin: It would have been the first week I was back. So you guys did the hydro on that on a Saturday. I think I had it running on Monday so it would have been the 20th...ish.

CWO [REDACTED]: Does Isaac know what he's doing with that thing?

Mr. Benvin: Yes.

CWO [REDACTED]: Is it expected of him to run that thing or just monitor it?

Mr. Benvin: Just monitor it. We went over the water chemistry and what to do and look for in the feed make-ups. There's so little steam demand without all the other auxiliaries running. I did a boiler treat before I left. When I'm there I usually only mess with it every couple of days. I can count on one hand how many faults I've had.

CWO [REDACTED]: They're very reliable in my experience.

Mr. Benvin: They're the little engine that could.

CWO [REDACTED]: That's a good way to put it. But if that thing could have been a source we would have seen more engagement with the fire in the engine room right?

Mr. Benvin: Yes. Because it's way out in the open.

CWO [REDACTED]: I'm not really concerned with that one at this point. Once we get in there and I do my preliminary and gather evidence then drag you through there if you want to hang out for a little bit and grab some coffee and take a look. I would be interested to see if anything is out of place from what you remember. Any questions that I haven't asked or things we should talk about that you feel like I should have asked? Like I can't believe this Coast Guard guy asked me all these questions but didn't think to talk about x, y or z?

Mr. Benvin: No I think you covered it.

CWO [REDACTED]: Do you use any substances that would alter your judgement when you're on board?

Mr. Benvin: Absolutely not.

CWO [REDACTED]: How about Isaac?

Mr. Benvin: No.

CWO [REDACTED]: Ok so to your knowledge he doesn't take anything over the counter or under the counter or illicit?

Mr. Benvin: As far as I know, no.

CWO [REDACTED]: How long have you known Isaac?

Mr. Benvin: I actually met him on my first cadet ship. Then he left this company and went to work for himself. He runs a fishing boat. Out of his hometown. But he's worked with me this last winter and then this one.

CWO [REDACTED]: Yeah I think he runs the JUDY with his old man right?

Mr. Benvin: Yup that's correct.

CWO [REDACTED]: So you've known him how many years?

Mr. Benvin: Off and on about 6.

CWO [REDACTED]: Is he pretty reliable?

Mr. Benvin: Yes. Absolutely, that's the reason we picked him to be there when I was gone.

CWO [REDACTED]: I'm hearing all the same stuff from Isaac. But he's just not as articulate as you are. But I think that's just because you're so much more familiar with things. And you're actually sailing on the boat. That makes a huge difference. Any other safety issues on board anything else that you're aware of?

Mr. Benvin: No. Honestly no.

CWO [REDACTED]: This is a great conversation. I hope my honesty with you has helped you understand where I'm coming from and what I'm seeing. At least from a preliminary standpoint. I've got your contact info here. Ultimately we'll probably talk again. And I think it would be cool if just you and I could walk through the boat once the fire department clears it. If something does come to mind or you realize you left something out just give me a buzz. This was great I really appreciate your cooperation.

Mr. Benvin: No worries I'm happy to help you.

Mr. Benvin was very pleasant to interview and was very cooperative and informative.

2/16/2021

X

[REDACTED]
CWO4 [REDACTED]
Investigating Officer

Signed by: [REDACTED]