

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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ALEUTIAN FALCON FIRE *

IN TACOMA, WASHINGTON, *

Accident No.: DCA21FM016

ON FEBRUARY 18, 2021 *

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Interview of: DUSTIN JONES, Port Engineer
Trident Seafoods

Via Microsoft Teams

Thursday,
December 2, 2021

APPEARANCES:

MICHAEL KUCHARSKI, Investigator
National Transportation Safety Board

██████████ ██████████ Chief Warrant Officer
United States Coast Guard

LARRY ALTENBRUN, Attorney
Nicoll, Black, and Feig

I N D E X

ITEM

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Interview of Dustin Jones:

By Mr. Kucharski

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I N T E R V I E W

(4:14 p.m. EST)

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3 MR. KUCHARSKI: Today is the 2nd of December, and the time is
4 about 1614 Eastern Standard time, and we're interviewing, I
5 believe, is the port engineer. We'll have him identify himself
6 shortly. And this is relative to the *Aleutian Falcon* fire, which
7 occurred on the 17th of February 2021. So, again, the 2nd of
8 December now, 2021, and the -- we're conducting this by --
9 interview by Teams, Microsoft Teams, and the -- it's taking place
10 on the other end in Trident's facility, at Trident's facility in
11 Tacoma, Washington.

12 So, please, if we'll go around the room and identify
13 yourselves, please, and spell your names.

14 MR. JONES: Dustin Jones, port engineer, Trident Seafoods,
15 *Aleutian Falcon*, D-u-s-t-i-n, J-o-n-e-s.

16 MR. KUCHARSKI: Thank you.

17 MR. ALTENBRUN: Larry Altenbrun. Last name is spelled
18 A-l-t-e-n-b-r-u-n. I am the attorney for Trident Seafoods.

19 MR. KUCHARSKI: Thank you.

20 CWO [REDACTED] Chief Warrant Officer [REDACTED] [REDACTED] [REDACTED], U.S.
21 Coast Guard.

22 MR. KUCHARSKI: Okay. Thank you, gentlemen.

23 INTERVIEW OF DUSTIN JONES

24 BY MR. KUCHARSKI:

25 Q. And Mr. Jones, as I mentioned, I asked you earlier, but now

1 it's on the recording. We're okay to record this, okay, is that
2 correct?

3 A. Correct, yes.

4 Q. Okay. Thank you. And so, Mr. Jones, if you would, tell us a
5 little bit about yourself. And would you be more comfortable if I
6 called you Dustin, or do you -- is Mr. Jones okay, or what would
7 you prefer?

8 A. First name is fine. I'm not that formal, so --

9 Q. Okay. Thank you, Dustin. And so tell us a little bit about
10 yourself, your schooling, and mainly, you know, any schooling
11 related to the maritime industry. That's what we're sort of
12 looking towards.

13 A. Thirty-two, thirty-three years in the industry since 1989,
14 engineering department primarily. Various schools for safety,
15 life at sea, and firefighting, and schools we do online nowadays
16 for maintaining current scope of work and regulations and whatnot.
17 Mostly School of Hard Knocks. Been with Trident now going on four
18 years in April, so -- I was port engineer for a tugboat company
19 for eight years prior to this, so same, same type of work.

20 Q. Okay. And same type of work as a port engineer?

21 A. Yeah, yeah, job description-wise, correct.

22 Q. Okay. Okay. And you said you'd been with Trident for four
23 years, is that correct?

24 A. In April, yes, of next April, correct.

25 Q. Okay. Okay. And I was looking over your job description.

1 So you're not a maritime academy graduate or any --

2 A. No.

3 Q. Any maritime -- did you ever sail?

4 A. Yes, I did.

5 Q. Okay. Could you tell us what you sailed or where you sailed?

6 A. I sailed in 1989 up to about '95, '94, '95 on passenger
7 vessels, a local cruise line, small boats, engineering/deck
8 department, primarily engineering.

9 Q. Okay. Did you hold a Coast Guard -- any certificates or
10 licenses, or anything like that?

11 A. No, no, I did not. It was not required at the time.

12 Q. Okay. Okay. And do you hold any credentials directly
13 related to your job?

14 A. No.

15 Q. Okay. And let me be clear on that to you. Again, it's not
16 to trick you. I just want to make sure. Do you hold credentials
17 for the SCP, or shipyard competent person?

18 A. Yes, that I do, that's correct.

19 Q. Okay. But no other related welding certificates, anything
20 like that, or are you a certified welder?

21 A. No.

22 Q. Okay. And is there any specialized training? You mentioned
23 training. Have you received any training related to your job,
24 your current position, port engineer?

25 A. Yeah. We've done, we've done some reading training locally

1 that's been provided by Arxcis. We did ammonia leak, you know,
2 hazmat training here at the facility.

3 Q. Okay. Okay. And so moving along, is -- your current
4 employer is Trident, right, Trident Seafood?

5 A. Correct.

6 Q. Okay. And you mentioned four years at your current position.
7 And any other positions you've held at Trident besides port
8 engineer?

9 A. No. I was hired as a port engineer.

10 Q. Okay. And who do you actually report to?

11 A. Mr. Rick Brown.

12 Q. Okay. Great. And going to pull up -- and I think you see it
13 now -- and you also -- there's -- I think Mr. [REDACTED] has a copy of
14 the org chart, and do you -- is your position anywhere -- you see
15 my cursor going around over to the tree there, the org chart
16 itself, any of this in here, is your position anywhere in there?

17 A. I'm not seeing it.

18 Q. Now, you see the welder supervisor Tim Fendle (ph.)?

19 A. I don't see, no, I don't see it on here.

20 Q. Okay. But over in the right side of this spreadsheet,
21 there's, like, position and Tacoma yard, and it says, "Engineering
22 Manager, Rick Brown." That's who you report to, is that correct?

23 A. That's correct, yes.

24 Q. Okay. And how does Larry Duncan -- do you see Larry Duncan's
25 name?

1 A. Yeah.

2 Q. Vessel repair manager. Do you also report to him at all?

3 A. No, I don't.

4 Q. Okay. And wait a minute, wait a minute, wait a minute, you
5 know, I just noticed there's your name, port engineer, Dustin
6 Jones, on this, on this table to the right, correct?

7 A. Yes.

8 Q. And you know, I just -- I saw the welders listed up ahead. I
9 just expected, you know, right below the repair manager maybe to
10 be the port engineers, so I didn't, I didn't expect it down there.
11 Now I see it. Okay. Okay. Very good. So is this what I'm
12 looking at here? No, I guess it's not. It's not even the
13 engineering staff, because I see facility manager and warehouse at
14 the bottom here, so -- but I see where your name is captured here.
15 So there are a number -- there's also a lead port engineer. It
16 says TBA. Is there a lead port engineer at Trident?

17 A. That would be Rick Brown.

18 Q. That's Rick Brown?

19 A. Rick Brown is the senior. I mean, that's, yeah, this isn't
20 exactly correct. Sam Eisenroner (ph.) doesn't work in this yard.
21 I don't know if that's -- not sure if this is yard-specific. It
22 looks like it is.

23 Q. Are there two Rick Browns at Trident?

24 A. No.

25 Q. No. Okay. Okay. All righty. So you're not on this -- the

1 org chart per se, but you're over in the table on the right-hand
2 side.

3 Okay. Are you assigned to just one vessel? Are there port
4 engineers for each vessel or do you have multiple vessels that
5 you're port engineer for?

6 A. I have multiple vessels.

7 Q. Okay. Okay. And --

8 A. We --

9 Q. How many vessels do you actually have?

10 A. Right now, currently, three.

11 Q. Okay. But was the fourth -- would the *Aleutian Falcon* be a
12 fourth one?

13 A. Yes.

14 Q. So at the time of the fire, did you actually have four
15 vessels that were assigned to you?

16 A. Yes.

17 Q. Okay. Great. Great. And in your own words, can you tell us
18 what your job entails on a day-to-day basis?

19 A. Vessels are secured to the port here in Tacoma. Then it's
20 maintaining -- making repairs to the boats and overseeing the
21 worklist that's issued by the vessel managers through budgetary
22 means.

23 Q. Okay. So there's another term, a vessel manager. So then do
24 you interface with the vessel managers? Is that a fair statement?

25 A. Yes.

1 Q. Okay. So the vessel manager, do they manage the vessel
2 completely? So, you know, crewing, everything goes under the
3 vessel manager?

4 A. Yeah, for the most part. Mainly the financial side of it,
5 and they will provide crewing, as well. They're my direct link to
6 corporate headquarters.

7 Q. Okay. Now I'm seeing the picture a little bit better. I
8 have now here also -- and I think Mr. [REDACTED] has this also in case
9 you want to get your hands on it. But this is what we were given
10 as a job description for the port engineer. Does this look
11 familiar to you?

12 A. I might have seen this four years ago.

13 Q. Yeah. I know. When I worked for Celebrity Cruises as port
14 captain, you know, they said, well, these are your
15 responsibilities. You know, I didn't see them until I was a year
16 into the job, so -- but I guess this is -- would this be fair to
17 say this is your job description?

18 A. Yeah, yeah, looking at it, sure.

19 Q. Okay. And I see here I highlighted it on the one that I'm
20 showing you on the screen. The first bullet under "Key
21 Responsibilities," it says, "Coordinates with multiple departments
22 to ensure all engineering operations are carried out safely."

23 So what other departments do you interface with or do you --
24 or coordinate with, I should say, to make sure that operations are
25 safely carried out?

1 A. That's a fairly broad question. It's primarily shipyard
2 maintenance here in Tacoma. I bring vendors in for other aspects
3 of the job, but we maintain our own level of safety here in the
4 yard with John who you spoke with earlier.

5 Q. Okay. So the multiple departments through -- for your
6 particular job that you're performing, since this position is
7 based out of Tacoma's -- based out of Trident's facilities in
8 Tacoma. So are there any other departments that you, that you
9 would interface besides John? John is in safety, correct?

10 A. Yeah, safety in engineering and procurement.

11 Q. Ah, procurement. Okay. Okay. And then further down, it
12 says, "Prepares" -- it's bullet one, two, three, four, five, six,
13 it looks like -- "Prepares recommendations for work and initiates
14 procurement of materials." Okay. So the preparation of the
15 repairs for work, okay, do you actually prepare the scope of work?
16 Is that what that means?

17 A. Yeah, I have to, I have to illustrate what needs to be done
18 to get the work done.

19 Q. Okay. Okay. And then would you go out if you needed vendors
20 to perform the work? Would that be part of your responsibility,
21 too?

22 A. Yes. Yes, correct.

23 Q. Okay. So subs that you would bring in, essentially, to go
24 ahead and do work, that would be under the scope of work that you
25 draft, that's what you would be -- that's what you would work

1 with, correct?

2 A. That's correct.

3 Q. Okay. So on a day-to-day basis -- in fact, I don't know if I
4 asked you that question, but on a day-to-day basis, I mean,
5 these -- I'm looking at key responsibilities. There are a lot of
6 things there. I don't know if you're doing that every day, but on
7 a day-to-day basis, what does your day look like?

8 A. If vessels are more to the dock, it's multiple visits to and
9 from the boat, procuring miscellaneous supplies to keep going
10 forward with work on the boat, contacting vendors to schedule them
11 coming or going or completing their jobs, working with the -- with
12 Tim Fendle to continue getting, you know, progress out of the
13 workers on the boats, keeping everybody happy, I guess, is the
14 easiest way to put it.

15 Q. So thinking back to the ATF interviews and the interviews
16 that the Coast Guard had held, I was not part of those, so I --
17 but I remember, like, there were outside contractors, I think a
18 welder or two, on the *Aleutian Falcon* on the day of the accident
19 and some of the fire watch, if you will, laborers who are outside.
20 Do you procure them? Or who procures them?

21 A. That would be done through our human resources manager. We
22 tell him what we need, and he gets them. If I don't have enough
23 people in the yard -- most of what we have in the yard are
24 specialized welders. We bring fitters and finish welders in from
25 the outside.

1 Q. Okay. Okay. So, all right, I think I've got it. Does your
2 job at all include shoreside work, or is it just shipboard?

3 A. My office is shoreside-based. I mean, I don't, I don't know
4 how to answer that otherwise. It's -- I primarily work to fix the
5 vessels. I don't really do too much on the beach other than my
6 office work, so --

7 Q. Okay. So if there's work -- you have shops at the facility
8 there?

9 A. Yes.

10 Q. So do you oversee any of the work that's done in the shops?

11 A. Only if it's work on one of my vessels.

12 Q. Okay. So if it's related. So if you're doing tail shaft or
13 shaft work or prop work, or something like that, that was in the
14 shop, then you would, you would oversee that or you would check
15 it?

16 A. Yes, as long as it's one of my vessels, that's correct.

17 Q. Right. Okay. Okay. And I think you said you have the SCP,
18 or shipyard competent person credentials, so you know what the
19 term SCP is?

20 A. Yeah.

21 Q. Okay. And do you interface with the SCPs for a particular
22 vessel?

23 A. Yeah, daily.

24 Q. Daily, okay. And in general terms -- I'll ask you more
25 specific about the *Aleutian Falcon*, but in general terms, what

1 kind of interface do you have?

2 A. Any job we have going on on the boat that involves any level
3 of hot work, or if there is a question about rigging something if
4 it's safety-related, I mean, primarily. But 90 percent of it is
5 involving some level of hot work.

6 Q. Okay. Okay. That's great. That was going to be my next
7 question. Is it limited to hot work? No. But you said most of
8 it relates to hot work, about 90 percent?

9 A. Yeah.

10 Q. Yup.

11 A. Correct.

12 Q. Okay. Okay. Do you interface with any other personnel prior
13 to the commencement of hot work on a particular day?

14 A. The lead man and maybe one or two of his welders, if there's
15 any questions about anything to -- you know, if there's something
16 sensitive nearby that I don't want these guys throwing sparks at
17 or a piece of equipment that we need to move. I mean, it just
18 depends on the circumstance. But yeah, there are instances where
19 that takes place.

20 Q. Okay. And I just want to make sure, too, I asked the same
21 question of John Hobbs, and I just want to make sure, because I've
22 seen this -- I have the job description for the lead welder, but
23 you also have -- you have a lead welder, and then you have
24 welders. They're different, different people, correct?

25 A. Yeah. The lead welder is -- he's in charge of all the guys

1 that are on a particular vessel.

2 Q. Will the lead welder also -- will they just oversee or will
3 they actually do work at the same time they're lead welder?

4 A. Sometimes they get involved and do work to help.

5 Q. Okay. Okay. And you maybe would be the best person to
6 answer this. Besides lead welders, do you have other leads on a
7 ship, on a project? Let's say there's no hot work. Would you
8 have other leads or is the person responsible on -- the onboard
9 person that's responsible always the lead welder?

10 A. No. At that instance, it would be vessel crew.

11 Q. Okay. But so in a case like the *Aleutian Falcon* that's in
12 there and this particular day of the accident, you were doing hot
13 work, are there any times where the vessels alongside, there's no
14 vessel crew aboard, and there's a lead person on board that is not
15 a lead welder?

16 A. There wouldn't be any lead welder on board if there was no
17 hot work to put on. In the particular case of the *Falcon*,
18 that's -- there was no crew on board because that crew had been
19 replaced, They're actually replaced. They'd been send out to the
20 *Independence* to work up in Alaska. So I was the vessel crew.

21 Q. Okay. So normally when the ship is in like there, there's
22 vessel crew on board?

23 A. Yes.

24 Q. Ah, okay, okay. So then if there was no hot work, there
25 would be a lead person on from -- that would be the lead person

1 that, that the work crew would work with or work through? Would
2 that be correct?

3 A. I'm sorry. Could you repeat that?

4 Q. I'm just -- the lead -- when I hear of lead person, in my
5 career, it wasn't always a lead welder. There was a lead person
6 responsible for all of the repairs that was on board the ship or
7 the boat, okay? Maybe the port engineer wasn't there, but there
8 was some lead. It could have been the chief engineer if it was
9 crewed. If the ship was in a layup status, you may have somebody
10 else not a welder that's a lead. Does the company have any other
11 leads besides lead welders?

12 A. No. I mean, it's port engineer, chief engineer, lead welder,
13 but the lead welder is only in charge of hot work.

14 Q. Got you. Okay. Clear. That's clear. So you would then act
15 as the lead person if the crew wasn't on board and there was no
16 hot work, but it was other work being done? You would be the
17 lead, essentially, then?

18 A. That's correct.

19 Q. Okay. I got it now. And are you familiar with the term fire
20 watch or fire watchman?

21 A. Yes.

22 Q. Okay. And do you interface at all with the fire watches?

23 A. Yes.

24 Q. Okay. And how do you interface? What do you do?

25 A. Maybe instruct them to do a better job or show them where to

1 hang fire blankets, working with the lead man to make sure
2 everything is covered safely, all aspects of the job.

3 Q. So would the lead man or the lead welder be the only person
4 shipboard that would -- and besides yourself, okay, you're not
5 there all the time, but would the welder direct the fire watch
6 also? Not the lead welder, but just you had -- on that particular
7 day, you had other welders, right? You just -- you had a lead
8 welder plus other welders. Would they direct the fire watch also?

9 A. The lead welder is in charge of the fire watch.

10 Q. The lead welder is? Okay. Okay. And so you tell the fire
11 watch what you want done if you see something that you'd like
12 done?

13 A. That's correct, as long as it's not taking away from his
14 primarily responsibility.

15 Q. Okay. And what would you do if you were taking away from
16 their primary responsibility?

17 A. I wouldn't. If it's something that can wait, I mean, I --
18 either that or we bring more people in.

19 Q. Okay. All right.

20 A. At times, when they're on break or if they're done with a
21 particular job, they have to clean the work area. I just mainly
22 go in there and instruct them on what I want cleaned.

23 Q. Okay. Okay. Great. And the process, okay, the overall
24 process, and I think you told me about the ship manager, but where
25 do you get your direction from projects like -- the boat comes in

1 like the *Aleutian Falcon* did, the ship comes in. And so how does
2 that process work from management, upper management, to yourself,
3 and then down to the lead man and down? How does that process
4 work?

5 A. Well, there's items on the boat that are scheduled
6 maintenance that need to be done when the boat is in, regulatory
7 or otherwise, engine work. And then there's things that pop up
8 during the operating season that need to be repaired that the crew
9 maybe takes care of and gets -- kind of gets it by until it gets
10 back to Tacoma. So that's where we'll have to get ahead of
11 somethings and contact vendors and get materials ordered, and
12 whatnot. Also, a lot of this is contained inside of a budgetary
13 frame. So it's -- I mean, I don't, I don't know about the NTSB,
14 but Trident doesn't have an endless amount of money, so --

15 Q. I wish we had an endless pot of money. Well, I guess we have
16 the taxpayers, but it eventually, you know, it has -- our budget
17 has to be approved. And the safety-related tasks, are any of
18 those assigned by you?

19 A. As far as, like, what do you mean by that?

20 Q. Anything safety-related besides, you know, hot work, okay?
21 Are there any safety-related tasks to do certain things on board?
22 I know John had mentioned, you know, trip-and-fall, they look at
23 different things. But are there any other safety-related tasks
24 that are assigned by you?

25 A. Yeah. I mean, if we see something that's a hazardous

1 condition on board, then, yeah, we address it. If it's putting in
2 railing or buying a safety gate from Granger or painting a yellow
3 stripe on the deck where there might be, you know, an elevated
4 deck insert, or something, that people trip over periodically,
5 yeah, stuff like that, we're all required as Trident employees to
6 constantly keep an eye on things like that.

7 Q. Okay. And you touched on this a little bit earlier. I'd
8 like to just develop it a little more. Is the fire watch assigned
9 other duties during the days that they are assigned as fire watch?
10 Do they do other duties besides as fire watch?

11 A. They're not supposed to. They're supposed to be maintaining
12 a fire watch at all times as long as there is hot work involved --
13 with their, with their welder, who they're assigned to.

14 Q. Okay. So, you know, I saw some of the positions, or I
15 thought I did, that they were called laborer fire watch, laborer
16 fire watch. So I just want to be clear that are they doing other
17 chores while they're also employed for that day as a fire watch?

18 A. I think when -- any time we bring laborers into this
19 facility, they all go through the fire watch training. So the
20 fact that they're titled a fire watch, yes, if they're brought on
21 board, and there is no need for a fire watch per se, then they
22 might be brought on board to collect trash or assist the chief
23 engineer with hauling buckets, oil out of the engine room, or
24 wiping down engines that just got worked on.

25 But if their primary job is fire watch, and they're assigned

1 a welder, that's their only responsibility.

2 Q. Okay. Okay. So surface prep may not be there -- also what
3 they're going to be doing as assigned to a welder. Would that be
4 a fair statement or no?

5 A. If they're working with that welder and that's what that
6 welder needs done, then, yes.

7 Q. Okay. So the welder, individual welder, would give them
8 direction?

9 A. That's correct.

10 Q. Okay. But you said earlier that the fire watch works for the
11 lead or at his direction. So that's why I'm trying to understand.
12 Do they also get direction from the individual welder?

13 A. The lead, the lead is in charge of, of -- if there's six
14 welders on the boat, then that lead is in charge of those six
15 welders and the six fire watches below him. He's, he's the lead.
16 The welder is assigned a fire watch. So if the fire -- if the
17 lead -- if that welder asks the fire watch to needle gun some
18 paint away so he can do his work, then that's what needs to be
19 done.

20 Q. Would the, would the --

21 A. But it's not -- it is also under the direction of the lead
22 welder. It's not -- it's, it's, it's -- what do you call it -- a
23 pyramid of -- you know, I'm the top of the pyramid on the boat,
24 and then I've got the lead below me. So it's an assignment of
25 work that needs to be carried out to get the hot work done and to

1 get it done safely.

2 Q. So let me, let me ask this question maybe a third different
3 way. Would the lead -- would the welder that has a fire watch
4 assigned to him, would he tell the fire watch, "I want another
5 fire blanket there" or "I want more fire and ice" or "I want you
6 to wet this down"? Would the welder do that, the individual
7 welder that the fire watch is assigned to? Or is it only the lead
8 welder that will say that?

9 A. It could be the lead or the welder.

10 Q. Okay. Okay. Great. And --

11 A. And it might be me if I walk into a situation and I'm not
12 happy with the way the coverage is. I might ask them to do the
13 same thing. I'll shut down the hot work and ask them to hang
14 another fire blanket or wet something down.

15 Q. Right. Okay. Yeah. That makes sense. That makes sense.

16 A. Or (indiscernible).

17 Q. That makes sense. Okay. And do you know if there were
18 different types of fire blankets used in the Tacoma facility?

19 A. I'm only familiar with the two kinds that we use. One is
20 pink and one is tan. I don't know what they're made up of.

21 Q. Okay. And you don't know what the -- do you know what the
22 different uses are?

23 A. No, I'm not familiar with that. The pink ones are typically
24 a lot cheaper by roll per foot.

25 Q. Okay. So you buy them, then, by the roll and just cut them

1 up yourselves?

2 A. Yes, that's correct.

3 Q. Okay. Are you familiar with the term fire and ice?

4 A. Yes.

5 Q. Can you tell us what that is?

6 A. It's a liquid that's supplied via spray bottle or brush or
7 pour to create a barrier between the hot firework and -- or hot
8 work and the whatever it is you want to not burn.

9 Q. Okay. And does it do that by preventing conduction, or how
10 does it work?

11 A. I'm not sure what the chemical response is, so I just know it
12 works.

13 Q. Okay. So, okay, can you explain the procedures that are
14 followed for preparing an area for hot work?

15 A. Remove all combustibles -- well, actually, the first thing we
16 do is bring in a marine chemist to survey the area. And a lot of
17 it is under his direction. There is a lot of above and beyond
18 that goes on that we would also explain to him at the same time,
19 the foam especially. It's 12 inches, but we go 18 to 24.

20 Q. Okay. And then besides preparing an area for hot work,
21 besides the removal of foam, you mentioned combustible materials.
22 Could you elaborate a little bit more, fire blankets or what else
23 is done before hot work is performed?

24 A. Any fire blankets in the area, check, check adjacent spaces
25 for the same type of preparation, fire and ice is applied if

1 needed, fire hose is staged, extinguishers are staged, the fire
2 watch is given its proper safety equipment, helps the welder get
3 set up, and a lot of times John or myself or the lead welder will
4 double-check an area prior to hot work starting, so we make sure
5 that everything is done properly. And again, if we see something
6 that we're not happy with, then it's taken care of.

7 Q. Okay. Okay. And you mentioned the marine chemist. So
8 you're obviously familiar with the term "marine chemist." And
9 does Trident have any written policy which describes what to
10 expect with the marine chemist or how to interface with the marine
11 chemist?

12 A. I don't know about interfacing with him. I mean, we call
13 him, and there is a discussion being -- that takes place.
14 There's, there's, you know, a description of that, you know, just
15 this is what we require with regards to a marine chemist coming in
16 for confined spaces, or whatever. If there is a question about
17 something that we're not sure about, then, yeah, we'll bring a
18 marine chemist in to have him look at it before we do anything.

19 Q. So there is a description of that somewhere in the company's
20 policies?

21 A. I believe so, yes.

22 Q. Okay. Then we'll probably ask to see if there is a copy of
23 that. I haven't seen it yet.

24 So do you specifically interface with the marine chemist?

25 A. Yes.

1 Q. Okay. Okay. And are you the one that orders the marine
2 chemist?

3 A. It could be John that might say, "You need to get somebody
4 down here." And so then I'll contact the marine chemist and have
5 them come down and schedule it and issue payment, request payment.

6 Q. Okay. So it could either be you or, or John that would order
7 the marine chemist?

8 A. That's correct.

9 Q. Okay. Then who would actually give the scope of work or
10 describe the scope of work to the marine chemist for a job that's
11 going to be done?

12 A. As much as we can, it's John and I both, and the lead welder
13 is present also.

14 Q. Okay. Okay. So is it always fairly typical, then, to have
15 yourself, the lead welder, and a shipyard competent person there
16 for the marine chemist survey?

17 A. Yes.

18 Q. Okay. I'll ask you specific questions --

19 A. As much as, as much as is allowed.

20 Q. Right, right. Okay. John had said he wasn't -- and I'll ask
21 you specific questions about the *Aleutian Falcon* and the marine
22 chemist, but he did say he wasn't on board when the marine chemist
23 came on board for the February inspection of the vessel. Would
24 someone else have been in his place, a shipyard competent person,
25 or if he's not available, would you get somebody else? How would

1 that work?

2 A. It's like I said, it's as much as is allowed, as much as we
3 can involve those three people, we do. That's not always -- it's
4 not always available. So it's either myself and the lead -- it's
5 always -- I try to make myself available for these, for these
6 marine chemists as much as possible. I'm not always there, so
7 John will go in lieu of me or I'll go in lieu of John.

8 Q. Okay. So it wouldn't be -- in other words, if it's not you,
9 what I'm trying to get to, it's not assigned to another port
10 engineer to go on board? If you're not available --

11 A. No.

12 Q. -- on that particular -- the *Aleutian Falcon*, let's say, or
13 the particular boat that's yours, another port engineer doesn't
14 stand in for you?

15 A. Only if I'm out of town or on vacation.

16 Q. Okay. But for the purposes of marine chemists, another port
17 engineer wouldn't go instead of you?

18 A. No, not unless I asked them to.

19 Q. Okay. And I saw on the list somewhere that there are a
20 number of SCPs you included or as SCP (indiscernible) your
21 credentials, you said. So that's what I'm trying to understand.
22 Is it always a three-person-type thing, where I know you said as
23 available, so there were times where you could have just two
24 people that would go with the marine chemist. Would that be
25 correct?

1 A. That's correct, yes.

2 Q. Okay. Was there always somebody from the company that
3 accompanies the marine chemist?

4 A. Yes.

5 Q. Okay. At least that you're aware of. I'm not -- you know,
6 I, I -- okay. So someone, it may be you or John or the lead
7 welder that would give the marine chemist the scope of work to be
8 performed?

9 A. Yes, that's correct.

10 Q. Okay. And do you normally go on board a vessel to inspect
11 the work areas prior to work commencing for that day?

12 A. Yes. Every morning.

13 Q. Okay. Great. And you are familiar with the term "marine
14 chemist certificate," yes?

15 A. Yes, that's correct.

16 Q. Okay. Do you keep a copy shoreside of the marine chemist
17 certificate?

18 A. It's retained in the panel that's at the bottom of each
19 gangway of all the vessels on the dock.

20 Q. Okay. But --

21 A. And John has the master copy.

22 Q. Okay. Okay. But you don't keep a copy of it?

23 A. No, I personally do not.

24 Q. Okay. Great. And do you review the marine chemist
25 certificate for the vessel each day when you go aboard to just

1 refresh yourself on what's there and the procedures or
2 requirements of the certificate are followed?

3 A. Yeah, periodically.

4 Q. Okay. And is it the one at the foot of the gangway there
5 that you look at?

6 A. Yeah.

7 Q. Okay. So do you actually generate a list of repairs, a
8 written list of -- each day for the work that's done on that
9 vessel?

10 A. No, that's generated at the beginning of a shipyard.

11 Q. Okay. And --

12 A. I mean, just maintain a list, removing items that have been
13 completed.

14 Q. Okay. Okay. And then so for a particular day, do you tell
15 someone what's going to be done on that particular day?

16 A. Unless it's a continuation of the day before, but yeah,
17 periodically. Once in a while we have to do that if we're
18 starting a new job the next day. If it's a continuation, it's
19 just to make sure that the safety envelope has been maintained
20 overnight.

21 Q. So do you then communicate on that next -- on that morning,
22 if it's a continuation, do you tell someone that you're going to
23 do the same things that you did the day before, complete them,
24 keep working at that?

25 A. I will tell the lead man that, yes.

1 Q. Okay. Okay. How about the SCP? Do you tell them, the
2 competent person, say, John in this case, would you tell him?

3 A. Either me -- either myself or the lead man will, yes.

4 Q. Okay.

5 A. There's always something carried to the -- to John of what is
6 going on that day. We don't try to keep secrets in the year.

7 Q. Okay. Okay. I didn't want to say you were keeping secrets.
8 I just wanted to know if there was a process, you know, where you
9 have like -- I've been involved in some where each day they have a
10 ship's meeting, where things are discussed what's going on for the
11 day, okay?

12 A. Right.

13 Q. So there's nothing like that, that occurs, to have a meeting
14 of everybody, where you discuss what's going on for the day?

15 A. No. That's myself or John that works with the lead man to
16 make sure that we're still all in the same page.

17 Q. Okay. I'm going to stop --

18 A. The lead man -- communicating with his welders and fire
19 watches. He tells them what's going to be going on that day.

20 Q. Okay. Okay. Because you hire temporary people, right? They
21 come in. It may not be the same person each day, is that correct?

22 A. Correct.

23 Q. Right. So -- but the lead person, are they -- and the lead
24 welder, are they always a Trident employee?

25 A. Yeah, for the most part. I mean, it's -- they, they work out

1 of the facility daily as much as I do.

2 MR. KUCHARSKI: Okay. I'm going to stop right there and see
3 if Mr. [REDACTED] has any questions.

4 CWO [REDACTED] I do not.

5 BY MR. KUCHARSKI:

6 Q. Okay. Okay. Then are you okay to continue, Dustin? Do you
7 want to take a break?

8 A. Yeah, that's fine.

9 Q. You'll let us --

10 A. I'm okay.

11 Q. Yeah, let us know if you need to take a break, and that's
12 fine. So on the *Aleutian Falcon* specifically, can you tell us in
13 broad terms the work that was supposed to be done or performed
14 during this layup period? Broad terms. I imagine there's quite a
15 few projects, but --

16 A. Well, it's -- memory has to serve, and that gets harder the
17 older you get, so --

18 Q. Well, [REDACTED] at my next birthday. I [REDACTED] at my next
19 birthday, so, yeah, cut you a little slack?

20 A. I just, I just turn [REDACTED], and it fell off pretty quick,
21 so -- yeah, we had -- the two biggest (indiscernible) jobs were
22 replacing the -- two evaporators down in the blast tunnels and
23 doing the house repairs up top on the forward house hotel. Then
24 there were some odds and ends here and there, but it wasn't
25 anything major. Those were the two biggest jobs.

1 Q. Okay. Okay. That's broad enough. And can you describe the
2 assigned work on the date of the fire?

3 A. I don't -- I'm not sure I understand your question.

4 Q. Okay. The projects or the work that was being done, the
5 areas that were being worked on on the date of the fire.

6 A. Yeah, the forward house and the lower blast freezers.

7 That's -- those -- both jobs were going simultaneously.

8 Q. Okay. Okay. And so I'm going to ask now -- well, actually,
9 I'll pull it up, but I'm going to also ask maybe that Mr. ████████
10 provide you with a copy of the -- of a marine chemist certificate
11 that I have. It was given to me. And the certificate --
12 actually, I have two copies. One --

13 A. It's upside down --

14 Q. Yeah, one -- there's wording in the fold here, and I want you
15 to look at that, too.

16 A. Got you.

17 Q. So this says, "Marine Chemist Certificate" at the top, serial
18 number A, as in Alpha, 031558. Is that what you have before you?

19 A. I'm going to repeat that number. You cut out. A031558.

20 Q. Yes.

21 A. Okay.

22 Q. And the date is 2/4/2021, is that correct?

23 A. Yes.

24 Q. Okay. Great. And the million-dollar question, at the bottom
25 left, it says, "Signed, company, Trident 2/4/2021." Is that your

1 signature down there?

2 A. Yes, it is.

3 Q. Okay. Great. We did get confirmation yesterday, but I just
4 want to be doubly sure. So do you recollect if you ordered the
5 marine chemist to perform this survey?

6 A. Yes, I'm sure I did.

7 Q. Okay. And between this date, 2/4/2021, and the date of the
8 accident, 2/17/2021, was the marine chemist called out for any
9 other surveys?

10 A. I don't recall.

11 Q. Okay. Besides you and John Hobbs, would anybody else order a
12 marine chemist for the *Aleutian Falcon*?

13 A. It may have been requested by the lead man, but he wouldn't
14 make the phone call to bring him down. It would have been myself
15 or John.

16 Q. Okay. Okay. So you don't recollect there being any other
17 certificate for the *Aleutian Falcon* between 2/4 and 2/17?

18 A. No, I don't recall.

19 Q. Okay. So were you present with the marine chemist on this
20 date?

21 A. Yes.

22 Q. Okay. Can you tell me or tell us what was discussed?

23 A. No, I can't, to be honest with you. I don't recall what was
24 talked about that day.

25 Q. Okay. Did he understand you were inserting the deck?

- 1 A. Yes.
- 2 Q. Okay. Did you actually show him that work area where the
3 insert was going to be placed?
- 4 A. Yes, we must have.
- 5 Q. Okay. And why do you say, "We must have"? Do you actually
6 recollect?
- 7 A. No, I don't recall.
- 8 Q. Okay. Do you know, Dustin, do you look at any plans, review
9 any plans with the marine chemist? Did you pull out any plans on
10 that date or did you just -- sorry.
- 11 A. We do if needed. I don't recall if we did on this day.
- 12 Q. Okay. Okay. So was he aware that there was a wooden
13 bulkhead beneath that deck?
- 14 A. I'm not sure if he did or not. I don't think -- know if any
15 of us did.
- 16 Q. Okay. Okay. Understood. So the certificate says at the
17 top, "Marine chemist named Joseph Tretivick (ph.)." Do you see
18 that?
- 19 A. Yup.
- 20 Q. Have you ever worked with Mr. Tredovic before?
- 21 A. I'm sure I have, yeah. I think I had him either before or
22 after. I don't recall the timeline, but I have worked with him
23 before since --
- 24 Q. Okay. And --
- 25 A. Since.

- 1 Q. Since?
- 2 A. Since this date, yes.
- 3 Q. And how would you describe your -- how would you describe
4 him? Is he approachable, reasonable, competent?
- 5 A. He's professional, yeah. He's, he's a good guy. He's a
6 professional.
- 7 Q. Okay. Does he explain things fairly well?
- 8 A. Yes.
- 9 Q. Okay. Okay. I'm going to hold here for a second now,
10 because the, the next portion would be the walkthrough, what you
11 can remember that day, starting from the day you came into the
12 yard, okay, whatever you can remember. Do you want to take any
13 break or do you want to go right into it?
- 14 A. No, you better go right into it.
- 15 Q. Okay. Okay. That's appreciated. So tell us what you can
16 remember on that day. I understand it's 10 months, and I
17 apologize. But would you tell us what you remember on that day?
- 18 A. Are you talking about the date of the fire?
- 19 Q. Yes, the 17th, yes, 2/17.
- 20 A. I mean, I don't, I don't recall. I know I showed up to work
21 that day. And you know, hit the boat first thing in the morning,
22 but beyond that, I can't, I can't be more specific. That was,
23 that was a very long time ago, and a lot of work has been done on
24 other boats since then, so it's, it's tough to remember that.
- 25 Q. Okay. And was any safety meeting held on that day related to

1 the *Aleutian Falcon*?

2 A. If there was, it was just our typical morning meeting with
3 myself and the lead, and if there was an SCP available, John or
4 otherwise, we would just discuss what work was to be done that
5 day. Again, if it's a continuation of the day before, it's just
6 making sure the fire blankets are still in place and the wind
7 didn't blow things away or we didn't have anything overnight that
8 would have prevented us from continuing the job.

9 Q. Okay. And you say you don't recollect anything, so you don't
10 know if you went aboard the vessel on that day?

11 A. Oh, I know I did. I do every day.

12 Q. So you do --

13 A. I --

14 Q. -- recollect going on board the vessel?

15 A. Like I said, I can't be specific as to what I did exactly on
16 that day. I, I came in the yard, turned on my computer, go up the
17 gangway of the boat that's at the dock, whether that be the *Falcon*
18 or otherwise, and just make sure that we can continue with work on
19 board the boat.

20 Q. So I'm sorry to ask this, but to be specific, do you remember
21 going on board the boat that day?

22 A. Yes, I do.

23 Q. Okay. Great. And do you remember what you did when you went
24 on board?

25 A. Just standard walkthrough to make sure everything was ready

1 to go and all the vendors could continue with their work.

2 Q. Okay. And --

3 A. That's (indiscernible) and, you know, fire, you know, hot
4 work going on, you know, checking everything, checking in with the
5 chief if he was available. In this particular instance, he
6 wasn't. He was on board the independence.

7 Q. Okay. And so you went on board. Did you check the hot work
8 areas to see if preparation was proper for the hot work that was
9 being performed?

10 A. Yes.

11 Q. You recollect actually looking at those areas?

12 A. As I do every day, yes.

13 Q. Okay. I understand. I'm just trying to separate that day if
14 you actually recollect looking at what they had done in
15 preparation, whether it be fire blankets or wetting things down,
16 anything that you can recollect.

17 A. The fire blankets were hung however many days before. So
18 it's just basically making sure that the, the safety envelope has
19 been maintained.

20 Q. I see.

21 A. But I can't be specific as to which direction I looked when I
22 walked down the hallway or whatnot. You know what I mean? It's,
23 it's -- like I said, that was a long time ago.

24 Q. Okay. And John Hobbs, again, he wasn't given a list of
25 anything, but you're fairly certain you talked to your lead on the

1 work that was going to be done that day?

2 A. That's correct. I mean, if there is additional work added,
3 then John knows about it, but there wasn't any additional work.

4 Q. Okay. And do you recollect if anybody had any questions on
5 that day about the work being performed?

6 A. No, I don't recall.

7 Q. On the date of the accident, besides the lead -- and that was
8 Tony Morris (ph.), is that correct?

9 A. That's correct.

10 Q. Okay. Did you have any other conversations with any other
11 welders?

12 A. I don't recall.

13 Q. Do you recollect if there was any cutting with the torch to
14 be performed on the day of the fire?

15 A. No, I don't remember if that's what took place.

16 Q. Okay. And do you ever have any interplay or interface with
17 the fire watches themselves? Did you have any on that date?

18 A. Yeah. I don't recall if I did that day. I might have said
19 good morning to a few of them.

20 Q. Okay. And is it your responsibility to make sure that the
21 fire watches have adequate supplies and perform their duties?

22 A. No. It's my duty to order them if the lead man says that
23 we're running low on this or that, or whatever. So I'll go up to
24 the office and write up a requisition to order the stuff.

25 Q. Okay. So it would be the lead that was responsible to make

1 sure that they perform their duties properly?

2 A. Well, no, that's -- it's -- the lead is responsible for
3 making sure they have what they need to do their job.

4 Q. Okay. Okay. And do you inspect the area prior to the fire
5 watches completing their preparations and before the hot work
6 begins?

7 A. Yes.

8 Q. You did that on that day on the *Aleutian Falcon*?

9 A. I go on board to make sure they can continue with their work.
10 That job was an ongoing job. It had already been started before
11 the day of the fire. So I'm just basically going on board to make
12 sure that the safety envelope has, has been maintained.

13 Q. Okay. Okay. So no specific items that you look for when you
14 make sure that safety envelope has been maintained?

15 A. Just to make sure there's no flammables that have been
16 brought into the area or that the fire blankets haven't fallen
17 down, or, you know, if the boat is open, make sure the wind
18 doesn't blow things around. As long as the situation has not
19 changed, then they can continue with their work.

20 Q. Okay. And did you go aboard the *Aleutian Falcon* during the
21 day while they were -- besides the morning startup, did you go on
22 board during the day at other times?

23 A. Yes, yes. Yeah, I recall going on board. I don't know
24 exactly what I did, but I do recall going up there.

25 Q. Okay. Okay. Would you say it was more than once or just one

1 time?

2 A. It was probably more than once. And the last time I was on
3 board was about 2:30 that day.

4 Q. Okay. And do the personnel check in with you at the end of
5 the day at all?

6 A. No. They don't need to.

7 Q. Okay. Let me take a brief break, because I have to download
8 this or save this, so can we take five minutes, say? That's all
9 I'll need, or we'll take as long as you want, but will five
10 minutes --

11 A. Five minutes is fine for me.

12 MR. KUCHARSKI: Okie doke. I'll just come back in five
13 minutes. Thank you.

14 UNIDENTIFIED SPEAKER: Stop the recording, please.

15 (Off the record at 5:10 p.m. until 5:20 p.m.)

16 MR. KUCHARSKI: Just I want to also get that I stopped the
17 recording at 1710 my time, and now we're resuming. It's about
18 1720, which is about 1320 your time.

19 BY MR. KUCHARSKI:

20 Q. And now I'm going to pull up another area. And I think you
21 may have seen this once or twice. It's the fire control plan from
22 the *Aleutian Falcon*, fire control and safety plan?

23 A. Yes.

24 Q. And to confirm we're on the right one, at the bottom right-
25 hand corner there's a stamp, 21 September of 12. Are we on the

1 same one?

2 A. Yes.

3 Q. Okay. Great. So looking at this, Dustin, the -- what's
4 labeled -- and you see my pointer here -- the bridge deck, and you
5 can see red circles. There's a small one down there and then a
6 larger red circle. Do you see that?

7 A. Yes.

8 Q. Okay. And the plan view of the one below it, it says the
9 shelter deck. Do you see that? So bridge deck and then the next
10 one --

11 A. Yes, that's correct. Right, right, yup.

12 Q. -- shelter deck. Okay. And I'll make this a little bit
13 bigger, too, easier on your eyes. But so the area I'd like to
14 concentrate on, the circled area, this came from Mr. Nicholson's
15 interview, this circled red area right beneath it is an area
16 called dry stores, and then you see freezer and chillroom, okay?

17 A. Um-hum.

18 Q. So is the chillroom and freezer sometime in the life, you
19 mentioned that it was a combined -- changed to a combined space,
20 is that correct?

21 A. Yes, that's correct.

22 Q. The million-dollar question, do you know when that -- I've
23 got so many -- I've got thousands of photos, but I'm not sure if I
24 actually have the photo of what this looked like after that
25 modification was completed. Do you know what year that was?

- 1 A. I don't know what year it was, no.
- 2 Q. So it was before you came to Trident?
- 3 A. Yes.
- 4 Q. Okay. So you've been there four years, so you've been there
5 since 2017 about?
- 6 A. Yup.
- 7 Q. Okay. Great. Who would know when that modification was
8 made?
- 9 A. I'm not sure who that would be.
- 10 Q. Okay. We'll ask that in a separate question, then. What was
11 also shown, and this is Exhibit 4, new plans. This came out of
12 the ATF report, and according to Mr. Heller (ph.), you showed him
13 a copy of this plan while on the dock, okay, after the fire. Are
14 you familiar with this particular plan?
- 15 A. This must be a fragment of something I showed him.
- 16 Q. Okay. Yeah, this is, this is the only thing I -- only thing
17 I was presented with as a fragment, and they circled the area, and
18 this was the area of origin of the fire?
- 19 A. Yeah. Yeah, I recognize this.
- 20 Q. According to ATF?
- 21 A. Yeah.
- 22 Q. So help me understand, okay, what I'm looking at. So let me
23 blow this up a little bit so we can look at this together. And
24 the area here, is this the combined freezer and chill box? Is
25 this the combined area in here?

1 A. That's not clear on this drawing, no.

2 Q. Okay. Okay. And the area forward of the red or to the right
3 in this picture, does that look like the store room area?

4 A. That's, yes, the laundry and dry stores area, that's correct.

5 Q. Okay. Okay. Okay. And do you know what -- I put this in
6 here that says dotted lines -- that's mine -- with these, with
7 these lines going down pointing to these hashed lines, if you
8 will. Do you know what those hash lines -- would those be the
9 wooden bulkheads in there?

10 A. I don't know how to communicate with you to point to
11 something on this drawing. I don't know if you can -- can you see
12 my mouse?

13 Q. No. But you know what? He has those there. If you can mark
14 that up --

15 A. That's wooden shelving. That's -- I don't know what this --
16 CWO [REDACTED] So if you want to mark on there "shelving" in
17 that, because what I'll do is I'll scan this, and I can send this
18 to him.

19 MR. JONES: That's, that's, yeah, that's the best I can do.

20 BY MR. KUCHARSKI:

21 Q. Okay. Yeah, that's fine. That's why we brought that there
22 so you can mark it up, too, because I'm trying to make some
23 sense -- you know, it -- is this part of a larger plan view? Is
24 that what this is?

25 A. Yeah, yeah. This is a fragment of it.

1 Q. Okay. Does that somehow -- because maybe there's in here
2 somewhere a legend or something that tells you, you know, as you
3 normally see in plans, if I go to this -- the -- whoops -- the
4 fire -- not the, not the -- the Jones/Nicholson, you know if we --
5 here, we see in the legend off to the side of the safety symbols,
6 fire symbols, it tells you what they are. So it's a little --

7 A. This drawing was done by our in-house architects, so it's not
8 going to be a marine class.

9 Q. Yeah, okay.

10 A. It's not going to have a legend and whatnot on it. It's done
11 by our marine architects. This was the layout that we had for the
12 laundry room that we did.

13 Q. Okay. Okay. Very good. So, again, this, you know, I'm
14 comparing it to the Nicholson one here and trying to make some
15 sense out of it if you put them side by --

16 A. It's not going to match up.

17 Q. Okay. Okay. So looking at the Nicholson one again, here is
18 the freezer area, here's the bulkhead, and this is what every --
19 this is what Nicholson and a number of the welders and the
20 laborers were shown these, and I have a bunch of them with a
21 circled area where they worked. But you know, I'm just trying to
22 correlate that with the actual area as it appeared, so -- but this
23 chillroom and freezer is the -- is that combined space, though?
24 That is correct, yes?

25 A. Where you have your cursor, yes.

1 Q. Yeah, yeah. That combined chillroom and freezer. Okay.
2 Okay.

3 A. Yeah, basically, it's just the door was removed.

4 Q. Okay. So the forward bulkhead that they have circled in red,
5 this area in here, was that wood?

6 A. No, that's steel.

7 Q. That's steel? Okay. Because they -- in --

8 CWO [REDACTED] (Indiscernible).

9 MR. JONES: Yeah, see, it's very small.

10 CWO [REDACTED] (Indiscernible).

11 MR. JONES: Yeah, no, that's cool, that's cool.

12 CWO [REDACTED] Sorry.

13 BY MR. KUCHARSKI:

14 Q. Yeah. Okay. Okay. You know, and it's just trying to
15 understand. So was the wood then to either side of the steel?

16 A. (Indiscernible) at a later date.

17 CWO [REDACTED] Yeah, can you just -- so, Mike, he's right now
18 pointing out that -- so on the section of where you have the --
19 where you inserted dotted lines, that number 4.

20 MR. KUCHARSKI: Yes.

21 CWO [REDACTED] So he's saying that -- so where your lines come
22 across and intersect that red line.

23 MR. KUCHARSKI: Um-hum. Um-hum.

24 CWO [REDACTED] That whole bulkhead from top to bottom of that
25 page is steel.

1 MR. JONES: That was all steel.

2 MR. KUCHARSKI: Okay. I'm just --

3 MR. JONES: I've made a right-hand red line, I guess --

4 CWO [REDACTED] Yeah.

5 MR. JONES: -- if you want to call it that on your drawing.

6 CWO [REDACTED] Yeah, so are you kind of following along with what
7 we're saying there?

8 MR. KUCHARSKI: Yup, yup, yup.

9 CWO [REDACTED] Okay.

10 MR. KUCHARSKI: Okay. And then on the other side of that red
11 line, to the right, there's that hash line. But you don't know
12 if -- is that shelving or if it's a wood bulkhead or what that is?

13 CWO [REDACTED] So what he, what he said in that -- so if you --
14 you got your, you got your red box, and you've got the double
15 line, looks like a bulkhead that dissects the two, the box in
16 half, if you will?

17 MR. KUCHARSKI: Um-hum. Um-hum.

18 CWO [REDACTED] So the bottom side, there's an L of that -- the
19 hash. It forms an L.

20 MR. KUCHARSKI: Um-hum.

21 CWO [REDACTED] He said that is wood shelving.

22 MR. JONES: Right here.

23 MR. KUCHARSKI: Okay.

24 CWO [REDACTED] Yeah. Basically, where your cursor is at, yup, is
25 what he's saying is wood shelving.

1 BY MR. KUCHARSKI:

2 Q. Okay. So maybe these hashed lines are the outline of the
3 wood shelving maybe, then?

4 A. Yeah, that, that would make sense.

5 Q. Okay. Okay.

6 A. This was the galley's rapid access storage area for
7 (indiscernible) cans or a bottle of ketchup.

8 MR. ALTENBRUN: But you don't know whether the rest of these
9 dotted lines --

10 MR. JONES: I don't know what those dotted lines represent at
11 all.

12 CWO [REDACTED] Okay. So where that shelving unit is is part of
13 the galley?

14 MR. JONES: It's -- this is all open, so the galley -- this
15 drawing is not very -- the galley was up in here. This was a
16 freight elevator, so (indiscernible) going back here, come down
17 these stairs, go over here, grab another tin can of beans, or
18 soup, or whatever, this was all a fire-tight bulkhead that was
19 just installed. That's what this drawing was (indiscernible).

20 CWO [REDACTED] Okay.

21 MR. JONES: This is a fire, fire door. That was a tonnage
22 door.

23 MR. KUCHARSKI: Are you marking that, [REDACTED]

24 CWO [REDACTED] I'm not. So just --

25 MR. JONES: You're talking about stuff coming back to my

1 memory, and now it is.

2 CWO [REDACTED] Can you mark where -- so, basically, where -- so
3 to the left from our view, from the left from that red box,
4 there's that big square on there -- I don't know if you can see
5 that or not, if it makes sense.

6 MR. KUCHARSKI: This --

7 CWO [REDACTED] Yeah, that was a freight elevator?

8 MR. KUCHARSKI: Okay.

9 MR. JONES: It's like a freight shaft.

10 CWO [REDACTED] Freight, okay.

11 MR. KUCHARSKI: Okay.

12 MR. JONES: They would use pallet forks to lower freight in
13 and out, or they could -- there was a little door right here you
14 could flip down, and we drop all the freight on that for the
15 galley storage --

16 MR. KUCHARSKI: Okay.

17 CWO [REDACTED] Yeah.

18 MR. JONES: If it was frozen, it would go all the way down to
19 the cargo hold. There was each area down there for frozen goods.

20 CWO [REDACTED] All right. That makes -- yeah. And then he's --
21 yeah. So on that other side of that freight elevator, would that
22 be where the freezer reefer is?

23 MR. ALTENBRUN: This side?

24 CWO [REDACTED] Yeah, that side. If that's -- could you recall
25 that or not?

1 MR. JONES: Yeah, I mean, that's what it shows on here, yeah.

2 MR. KUCHARSKI: This area up in here?

3 CWO [REDACTED] Yeah --

4 MR. ALTENBRUN: This is all freezer space or refrigerator
5 space --

6 MR. KUCHARSKI: Yeah.

7 MR. JONES: Yeah.

8 CWO [REDACTED] Yeah.

9 MR. JONES: Right.

10 MR. ALTENBRUN: So where that freight elevator is, you got
11 your double yellow --

12 CWO [REDACTED] That big boat (indiscernible) --

13 MR. ALTENBRUN: Yeah, so on the opposite side --

14 MR. JONES: Yeah.

15 MR. ALTENBRUN: -- of that up to the top of the paper, that
16 would be the freezer chilled reefer.

17 MR. KUCHARSKI: Yup. Okay.

18 MR. ALTENBRUN: All that area.

19 MR. KUCHARSKI: Yup.

20 MR. ALTENBRUN: And he's, yeah, so the -- with the dotted
21 lines, he just doesn't know what those, what those mean.

22 MR. KUCHARSKI: Okay. Okay. No worries. No worries. But
23 that's helpful in and of itself. So that's great. I was just
24 curious of the dotted lines. You know, I saw all those, and I
25 said, well, maybe that explains, because --

1 MR. JONES: That's the mid ship --

2 MR. KUCHARSKI: So you had steel at the --

3 MR. JONES: That's (indiscernible) drawing -- yeah, so
4 here --

5 CWO [REDACTED] So, Mike, what we're talking about now is --

6 MR. JONES: You can see it on --

7 CWO [REDACTED] So on that drawing right there, you've got the
8 line that goes all the way across. It basically intersects the
9 page, and it's got those larger hash -- kind of like a railroad --
10 like stitches --

11 MR. KUCHARSKI: Yeah, that has the framing. That should
12 probably be for the framing numbers, I'm guessing. That's
13 probably the frame spacing.

14 CWO [REDACTED] That's the midship line.

15 BY MR. KUCHARSKI:

16 Q. Yeah.

17 A. Yeah, the line -- this is -- right, he's correct. This line
18 right here is the midships division.

19 Q. Yeah.

20 A. The hash marks are the framing numbers.

21 Q. Right. The framing numbers. Sure.

22 A. So you can carry that through the ship as you make the
23 drawings, right.

24 CWO [REDACTED] Sure.

25 MR. KUCHARSKI: Yup, yup, yup. Okay.

1 CWO [REDACTED] I know you're --

2 MR. KUCHARSKI: Okay. Well, good.

3 BY MR. KUCHARSKI:

4 Q. So the forward bulkhead, when I asked you about wood, you
5 said nobody realized that there was wood there?

6 A. Yeah, until after the fire, correct. That was in this area
7 here.

8 Q. Okay. So where my pointer is, in this area somewhere in
9 here, is where the wood was?

10 A. Yeah.

11 Q. Somewhere in here? Because you have the stores --

12 A. Yeah -- this pointer. It was right in here.

13 Q. Yeah.

14 A. That was right in that area that nobody knew. That was like
15 a hidden void. I mean, you got to keep in mind, too, these boats
16 were built for a certain purpose, and then they're converted a
17 certain amount of years later, and things are hidden, ducting, or
18 whatever that's been removed, the duct shaft may not be removed,
19 but the ducting inside it is. You know what I mean? It's -- a
20 lot of stuff was uncovered after the fire, so --

21 Q. So do you know if either the store room, okay, the dry
22 stores, or the reefer box, did it -- was the overhead also wood?

23 A. I don't know -- no, I don't know what you mean by -- what
24 overhead?

25 MR. ALTENBRUN: The sealant.

1 BY MR. KUCHARSKI:

2 Q. Well, you have an overhead in a reefer box. It doesn't go up
3 to the sky, right? You have an overhead?

4 MR. ALTENBRUN: Sealant.

5 MR. JONES: Yeah, if anything, it was foam to insulate. I
6 don't know. I don't recall.

7 BY MR. KUCHARSKI:

8 Q. Okay.

9 A. I don't know any --

10 CWO [REDACTED] So, basically, you've got your --

11 MR. JONES: Is it -- is he asking if it's a box inside a box?
12 Yes, it very well could have been.

13 BY MR. KUCHARSKI:

14 Q. Yes. Is it --

15 A. But (indiscernible) structure.

16 Q. Yes, is it a wooden box --

17 A. It has to be insulated. Otherwise it doesn't --

18 Q. Right. Is it a wooden box inside -- an insulated wooden box
19 that's inside of a steel box? That's what I'm asking.

20 A. Yeah, I don't recall 100 percent. But I have to assume so.

21 Q. Okay. You mentioned that, shifting gears a little bit, that
22 the marine chemist was aware that the deck above the storeroom
23 reefer area was being inserted. Is --

24 A. Yes, I was aware of that, correct.

25 Q. So you recollect being with --

1 A. To clarify an earlier comment, I do recall bringing him on
2 board to show him where we were doing the insert and deck work,
3 and stuff, and he was, he was shown the areas that we were working
4 in.

5 Q. Okay. Okay.

6 A. Bulkhead removal and the deck insert, as well.

7 Q. Okay. Okay. And --

8 A. Whether -- I don't know what date that was done. If I had
9 to, if I had to say, it would have been the 4th of February when
10 he issued the cert so that he knew what hot work was taking place
11 that day.

12 Q. Right.

13 A. Yes, that's -- that cert right there.

14 Q. Right. And do you feel that this -- the marine chemist
15 certificate adequately covered the scope of work to be performed
16 on that day?

17 A. Yes, I do 100 percent.

18 Q. Okay. So does the company have any procedures for relating
19 to if the scope of work changes as far as, you know, the marine
20 chemist goes?

21 A. Yeah, the marine chemist is contacted and brought back down
22 if we have to go further. If something -- if an element changes
23 the scope of work, there is an introduction of a flammable fluid
24 into the area, then he's contacted.

25 Q. Okay. Okay. So then as a specific question, so we're

1 looking at this certificate here, the marine chemist certificate,
2 and it says, "Walk-in refrigerator forward." Is that the only --
3 the one we've been looking at, which was combined, the space that
4 was combined between the chill and the reefer box, is that the
5 same -- is that the walk-in refrigerator that he's -- that -- is
6 that the only walk-in refrigerator?

7 A. Yes.

8 Q. Okay. Okay. And then so down on limitations, on number 2,
9 okay, where it says, "May grind, weld, cut with cutoff reel to the
10 weather deck above the walk-in refrigerator forward without
11 penetrating it," what does that mean to you?

12 A. That means that we're not supposed to cut into that freezer
13 space or walk-in space.

14 Q. Okay. Which would be the deck above? Would that be cutting
15 into it?

16 A. It could be, yes.

17 Q. Okay. But --

18 A. But we didn't. Everything was contained inside your red box
19 right above that shelving area was as far as we went.

20 Q. Yeah, okay. But there is no cutting into the weather deck
21 above. But you're sure that he knew that you were cutting into
22 the weather deck?

23 A. Yeah. Well, it -- yes, that's correct, he did know, but we
24 did not cut into the walk-in refrigerator. The decking was -- the
25 shelving that you have in your drawing, that's the area that was

1 fire blanketed where the work stopped. That overhead was being
2 relieved.

3 Q. Okay. So --

4 A. But that is not in -- that is not located inside the walk-in
5 refrigerator.

6 Q. Okay. Okay. I see. I see. So it is just the, the walk-
7 in -- so your understanding is that the weather deck above the
8 walk-in refrigerator, that bulkhead wooden area, was not inside
9 the reefer area at all. There was no wooden bulkhead in that
10 reefer area?

11 MR. ALTENBRUN: That's a really confusing question.

12 MR. JONES: Yeah, I'm not understanding your question at all
13 on that.

14 BY MR. KUCHARSKI:

15 Q. Thank you. So if the wooden area, okay, if -- you're not --
16 are we sure there is no wood at the forward part of that reefer
17 area?

18 A. No, we weren't sure.

19 Q. Okay. Let me, let me skim through these questions, and, and
20 just let me ask you -- I'll show you some photos of the burn area,
21 and then that may jog, jog a few things. So was there a fire
22 detection and alarm system on the *Aleutian Falcon* on the date of
23 the fire?

24 A. Yes.

25 Q. Was it activated?

1 A. It was on. I can't tell you if it was activated because it
2 burned up in the fire.

3 Q. Okay. So it was -- so the fire detection system, there was
4 smoke detectors there in there that would detect flame or smoke,
5 some kind of indicators?

6 A. Yes.

7 Q. Okay.

8 A. Yes.

9 Q. And when that alarms, is there -- does it set off the general
10 alarm?

11 A. No. That's done manually by the captain, who was not present
12 on board the vessel at the time of the fire.

13 Q. Okay. So there's an alarm system on board there, when a
14 smoke detector goes off. You say it was operating, but where
15 would the alarm go off if a smoke detection -- if a smoke
16 detector --

17 A. Locally at the master panel, which was located at the forward
18 starboard side of the dining room.

19 Q. Okay. So there's nothing external that anybody would hear to
20 the vessel?

21 A. Not that I recall, no.

22 Q. Okay. Okay. Then have you ever found a discrepancy between
23 the hot work being done and what the marine chemist's certificate
24 covered?

25 A. You broke up at the beginning of that question. Could you

1 please repeat that?

2 Q. Sure. Have you ever found a discrepancy between the work
3 being done and what the marine chemist's certificate covered, what
4 was in it?

5 A. No. No, I have not, not working with Trident, no.

6 Q. Okay. Okay. Very good.

7 A. And just to be clear, there was an earlier question that was
8 asked about the fire watch.

9 Q. Yeah.

10 A. The general title of these guys is fire watch.

11 Q. Yes.

12 A. So if his job is a fire watch, that's all he does. He's not
13 going to be doing anything else other than fire watch as long as
14 there is hot work being done.

15 Q. Okay.

16 A. And he is not going to be picking up trash. He's not going
17 to be cleaning anything up. His, his primary responsibility is
18 fire watch. So, for clarification, you brought up definitions
19 earlier, laborer/fire watch. If he's a fire watch, that's what he
20 does. As long as there is hot work being done, that's all he does
21 is watch to make sure that there is no fire. If he's brought on
22 as a laborer, then he will pick up trash and he will, you know, be
23 assigned other duties away from the fire work area.

24 Q. Okay. And --

25 A. Or hot work area, I should say.

1 Q. Right, right. But if you're doing hot work for an hour or
2 two hours, it's conceivable that he could do other work outside of
3 that three hours later, is that correct?

4 A. Correct, yes.

5 Q. Yeah.

6 A. As long as there is no hot work going on.

7 Q. Right, right, right. That's clear. All right. Because I
8 saw in some of those interviews that they did other, other things,
9 but it -- I just wanted to understand, you know, what -- they were
10 assigned the actual hot work, and you've explained that, you know,
11 what their duties are.

12 Have any changes been made to your responsibilities after the
13 accident?

14 A. No.

15 Q. How about to Trident's hot work procedures?

16 A. John would have to answer that. I know that I have made my
17 own changes on board the vessel to prevent this from happening
18 again, but I don't know what's, what's been -- what John and the
19 safety department has done differently.

20 Q. Okay. So can you tell us what changes have you done since
21 the accident?

22 A. We look behind fire blankets at the end of the day, made --
23 if we do any work around foam, that the minimum clearance is 24
24 inches now as opposed to the 12. Even back then, we did above and
25 beyond what the marine chemist asked. Everything is hit with fire

1 and ice to mitigate any chance of a spark. Any debris of any
2 kind, foam that's chipped, is always picked up and bagged prior to
3 any hot work taking place, swept clean of the area, well away from
4 the area where the hot work is being -- you know, we don't want
5 anything happening again.

6 Q. Okay. And --

7 A. I shut down work about an hour and a half now --

8 Q. Ah.

9 A. -- before the end of the work day as opposed to 30 minutes
10 any time we're working around foam. I don't take any chances.

11 Q. I was going to ask you about -- that's a follow-on question,
12 because the -- I believe the OSHA requirements are for the fire
13 watch minimum to stay a minimum of a half hour after the hot work
14 ends. So do you think that's -- it seems that you don't think
15 maybe that's adequate enough time, that you increased the length
16 of, you know, the hot work to terminate for an hour and a half
17 before. Do you think that maybe it should be longer than 30
18 minutes?

19 A. I mean, yeah, I mean, obviously I think it's more than 30
20 minutes. The *Falcon* fire took place eight hours after everybody
21 left the boat.

22 Q. Yeah, yeah.

23 A. So, yeah, I mean, that's the reason we went an hour and a
24 half. It just gives these guys more time to look for smoke and
25 any indications of smoldering or anything.

1 Q. Yeah, yeah. Have you incorporated any infrared technology?

2 A. No, not yet. I've looked into it, though.

3 Q. Okay. So do you have any pictures of the work area before
4 the fire took place?

5 A. Yeah. I think I submitted all that stuff to Don with ATF.

6 Q. Okay. All right. You submitted, then, to him? Were they
7 like surveys from 2014, and that era-type thing?

8 A. No. It was during the -- when we had fire blankets up, and
9 whatnot, of the workspace.

10 Q. Oh, okay.

11 MR. JONES: I can send those to you if you'd like and you
12 can --

13 MR. ALTENBRUN: We'd be happy to re-provide those to you.

14 MR. JONES: Yeah.

15 BY MR. KUCHARSKI:

16 Q. Yeah, just those if you would, just in those areas, sure,
17 that'd be great. That'd be great because, you know, looking
18 through -- like I said, I have about 2,000 photos, and I don't
19 recollect seeing anything with fire blankets hung. That would be
20 very, very helpful, yes.

21 A. Yeah, I can, I can get those out to you.

22 Q. Thank you. Thank you. So let me roll through the last bunch
23 of photographs. We're very close now to wrapping things up. And
24 I believe also Mr. [REDACTED] has some pictures also, okay?

25 So this is called "Dry Stores," photo by ATF. Does this area

1 look familiar, the area where the cut was made? You see the -- up
2 above? It looks like sky; you're looking up?

3 A. Yeah.

4 Q. Does this look about the size of the storeroom area? It
5 looks like there's -- I'm guessing this is looking from starboard
6 side to port?

7 A. Where your cursor is right now is where that L-shaped
8 shelving inside your red box.

9 Q. Okay. Okay. Great. All right. So this is the storeroom
10 area? Okay.

11 A. Yes.

12 Q. All right. Great. And this one steps back a little bit.
13 Now, I'm seeing it looks like a steel bulkhead in the center of
14 the picture? Okay.

15 A. Yup.

16 Q. So is this steel bulkhead, that's a steel bulkhead between
17 the reefer area and the, the storeroom area, is that correct?

18 A. The forward bulkhead, you see the -- I keep thinking I can
19 point at the screen -- that oval hatch right there, there was a
20 deck level there, that's where they stored the rice, and stuff.
21 It's a dry box. There's no door on it. It's just -- but that's
22 what that is right there. That's the forward bulkhead of that
23 little box.

24 Q. This here?

25 A. Before the fire, that was all wooden shelving that went

1 across there. So you couldn't really see this. That wasn't
2 visible to the -- to you till after the fire.

3 CWO [REDACTED] So did you get that, Mike?

4 MR. KUCHARSKI: Now, is this [REDACTED] talking? [REDACTED]

5 CWO [REDACTED] This is [REDACTED] talking, yes.

6 MR. KUCHARSKI: Yeah, yeah.

7 CWO [REDACTED] So where your cursor is right now, you've got,
8 like, a copper line that's right below it.

9 MR. KUCHARSKI: Um-hum.

10 CWO [REDACTED] That's just a box where they store the rice in, a
11 dry box.

12 MR. KUCHARSKI: Um-hum.

13 CWO [REDACTED] On its face --

14 MR. JONES: The void space like an old shaft.

15 CWO [REDACTED] And then that whole bulkhead right there was
16 covered with wood shelving.

17 MR. KUCHARSKI: Um-hum.

18 CWO [REDACTED] And then that went to the reefer?

19 MR. JONES: Yeah. You're looking at it right here. It went
20 across like this.

21 MR. KUCHARSKI: Mark it up. Mark it up.

22 MR. JONES: Over here like this.

23 CWO [REDACTED] Okay. So just --

24 MR. JONES: You know what I mean?

25 CWO [REDACTED] Yeah.

1 MR. ALTENBRUN: This, this bulkhead?

2 MR. JONES: Yeah, that -- this bulkhead is right here.

3 MR. ALTENBRUN: Oh, okay.

4 CWO [REDACTED] Okay.

5 MR. JONES: There was an electrical panel hanging on these
6 two studs, and that's what that is right there, so that --

7 CWO [REDACTED] All right.

8 MR. JONES: This was shelving.

9 CWO [REDACTED] Can you mark on that picture there?

10 MR. KUCHARSKI: Well --

11 CWO [REDACTED] So he's going to mark that actual picture, Mike.

12 This is [REDACTED] --

13 MR. KUCHARSKI: Okay.

14 CWO [REDACTED] That last picture.

15 MR. KUCHARSKI: Yup.

16 CWO [REDACTED] So if you just put, like, that was an electrical
17 box if it'll -- right, before I get it -- okay, I got it --

18 MR. JONES: There's -- well, there's a lot of ink on this
19 paper. I think that's why it won't write.

20 CWO [REDACTED] Yeah.

21 MR. JONES: We can try this one.

22 CWO [REDACTED] I'd say --

23 MR. JONES: It doesn't do a very good --

24 CWO [REDACTED] Drawing --

25 MR. JONES: Yeah --

1 CWO [REDACTED] This is [REDACTED] again. Had to break out the Sharpie
2 for him to mark up this.

3 MR. KUCHARSKI: That's great. Very helpful. This is very
4 helpful.

5 MR. ALTENBRUN: Okay. So write "AC panel" on this one. Then
6 you guys will be able to cross-reference those.

7 MR. JONES: Yeah, sorry, there's a lot of moving parts there.

8 CWO [REDACTED] Next time I'll bring crayons.

9 MR. JONES: I can relate to that.

10 CWO [REDACTED] So yeah. So that -- and you're saying that
11 that --

12 MR. JONES: "WS" stands for wooden shelving.

13 CWO [REDACTED] Wooden shelving? Okay.

14 MR. JONES: Yeah. So then in the drawing, that would have
15 been, like, right here, you know what I mean?

16 CWO [REDACTED] Yeah.

17 MR. JONES: I don't know how to -- I'm not --

18 CWO [REDACTED] Yeah, yeah, yeah.

19 MR. JONES: -- a good 3-D architect, but --

20 CWO [REDACTED] Okay. So for those -- you can see that flat
21 stock -- this is [REDACTED] again -- the flat stock on that bulkhead
22 looks like something was mounted to it?

23 MR. KUCHARSKI: Um-hum.

24 CWO [REDACTED] That was an electrical panel, or a AC panel.

25 MR. KUCHARSKI: Yeah, up in here somewhere?

1 CWO [REDACTED] Yup, between those two, it was mounted --

2 MR. JONES: Those two --

3 CWO [REDACTED] Those two, two pieces. And then right to the --
4 towards the, the flood light, so the right side -- we'll call that
5 the right side -- of those studs, that's where your wooden
6 paneling started -- or your wood shelving, and that went from --
7 floor to ceiling?

8 MR. JONES: Yeah. It was pretty tall.

9 CWO [REDACTED] So basically where all of that -- I'm not sure if
10 that's a fire blanket or what's hanging there, but all of that
11 would have been covered in wood shelving on that bulkhead.

12 MR. JONES: And it was then covered by a fire blanket, and
13 I'll send those pictures to you, and you guys can see it --

14 MR. KUCHARSKI: Okay.

15 MR. JONES: In the pictures, you can see this here before the
16 deck is removed. You can see the cut lines. But the fire
17 blankets were hanging everywhere. And like Don had suggested, we
18 did too good a job covering up. It was a fire blanket -- it was a
19 concealed fire, smoke.

20 CWO [REDACTED] Okay. So was that -- just to piggyback on your
21 questions, Mike, was there any foam in that -- on that bulkhead?

22 MR. JONES: I don't know, man. That's --

23 CWO [REDACTED] Okay. So --

24 MR. JONES: I don't recall. I mean, the overhead was all
25 rockwool.

1 CWO ██████ Okay.

2 MR. JONES: We put that in after we did that conversion.
3 That was all rockwool. Whether or not there was foam in this
4 area, I don't recall. Like, so we didn't see any of this after
5 the fire, and the fire exposed everything (indiscernible)
6 combustible. That was the hottest part of the fire.

7 BY MR. KUCHARSKI:

8 Q. Okay. So when I ask you questions about the overhead before,
9 so the overhead you're talking about now, the rockwool, was in
10 this area here?

11 A. Yes, that's correct.

12 Q. Okay. Was there rockwool inside of the reefer area, or no?

13 A. I don't know -- no. I don't know for sure.

14 Q. Okay. Well --

15 A. Inside that -- yeah, I don't know. Like I said, none of that
16 was exposed till after the fire.

17 Q. I'm going to show you -- you know, let me move in -- because
18 these are all variations of the same thing. So let me go now --
19 and this is very helpful -- what they have labeled, ATF, as the
20 freezer area, okay? So in this freezer area, and I believe this
21 is a photo from aft looking forward, and up at the forward end is
22 probably -- I have some close-ups. That's why I say probably is,
23 is where we're going to get to the storeroom area. And I
24 understand from John Hobbs, this big cylindrical item at the -- a
25 little bit left of center of the photo, but at the top, is the

1 pedestal to a crane probably? Does that make sense?

2 A. Yeah, that's the -- yeah, that's the forward port crane,
3 correct.

4 Q. And it looks like a steel frame that is -- looks like it's
5 permanently affixed to the deck probably --

6 A. No, that was the old -- that's -- if you look at the drawing
7 where it used to show chillroom and freezer, that's the doorframe
8 that separated the two spaces. There is no door in it, because
9 the door was removed to combine those two areas to make it just a
10 chiller.

11 Q. Ah, so --

12 A. The freezer became the -- the freezer downstairs in the cargo
13 hold.

14 Q. Okay. So this here, so it's normally not sitting on the deck
15 like it is shown here?

16 A. No. It would have been vertical, vertically mounted.

17 Q. Ah, okay. Now this is making sense, yeah.

18 A. That's -- see that door?

19 Q. Yup.

20 A. That's the frame for that door.

21 Q. Okay.

22 A. That got burnt up. That frame just fell over -- yeah.

23 Q. Okay. I thought it was a foundation of some kind of, some
24 kind of unit. Okay. This is all making sense now. It's a little
25 bit of a zoom, but then let me go to the next zoom. So we just

1 keep zooming in. So here is the -- as we're -- looks like we're
2 walking forward towards that cylindrical -- the support pedestal
3 for the crane.

4 A. Yup.

5 Q. And now we're even getting closer, okay? It looks like we're
6 at the forward end now of the area that is -- forward end of the
7 chill box area, the combined area, and it looks like there's
8 handrails here and steps going down. Does that look familiar,
9 Dustin?

10 A. Yeah, it does now after the fire.

11 Q. Okay. Yeah.

12 A. This is where, if I recall, this is where it stopped, the
13 walk-in.

14 CWO [REDACTED] So the handrails, that was not exposed?

15 MR. JONES: I don't remember that being in there, no. That
16 was on the other side of that -- that -- this whole area right
17 here was opened up after the fire. Like, it was basically just
18 closed off. You know what I mean?

19 CWO [REDACTED] And so right here --

20 MR. JONES: That's the crane pedestal, yeah.

21 CWO [REDACTED] So where that -- Mike, this is [REDACTED] with the
22 Coast Guard again.

23 MR. KUCHARSKI: Yup.

24 CWO [REDACTED] That handle for a broom is --

25 MR. KUCHARSKI: Yes.

1 CWO [REDACTED] White with gray top.

2 MR. KUCHARSKI: Yup.

3 CWO [REDACTED] That's the crane pedestal that it's leaning up
4 against.

5 MR. KUCHARSKI: Okay.

6 CWO [REDACTED] So, basically, that's where another bulkhead was
7 for the freezer reefer area. So that whole area that you can see
8 right there now with the handrails, the big pile of burnt stuff --

9 MR. JONES: It's right here. See it?

10 CWO [REDACTED] That was, that wasn't exposed to --

11 MR. JONES: This is all gone -- like -- or not gone, but
12 hidden --

13 MR. ALTENBRUN: That's what we're seeing --

14 MR. JONES: Right, right --

15 CWO [REDACTED] To -- everybody. Nobody knew that that existed
16 there.

17 MR. JONES: See, it's going the wrong way.

18 BY MR. KUCHARSKI:

19 Q. Okay. So it looks like from this photo that if it's all
20 exposed now that this was a wooden bulkhead to this freezer?

21 A. I -- yeah, I would have to say it was something flammable,
22 because it burnt away.

23 Q. Yeah, yeah. Okay. Okay. Well, this is all making sense.
24 That's what I'm trying to, you know, picture, where you said it
25 was all steel bulkhead, but it looks like the --

1 A. This is what I, this is what I was referring to earlier about
2 the multiple levels that these ships go through --

3 Q. Yeah, yeah.

4 A. -- over the years of being converted from one process to
5 another. And we see this stuff. When I first went down on this
6 boat, I didn't realize what I was looking at, because I had never
7 seen it before, because it was covered up and hidden. But once
8 the fire burns everything away, then you start seeing all this
9 stuff. You're like, "Wow, what the hell?" You know, "Where this
10 is at?"

11 Q. Yeah.

12 A. And that staircase on this drawing isn't even pointing the
13 right way.

14 Q. Well, yeah, and that's what I was looking at --

15 A. (Indiscernible) at one point.

16 Q. That's what I was trying to figure this out. You know, the
17 staircase, I'm looking at this thing and saying things are not
18 making sense to me. Okay. So it didn't make sense to you until
19 you saw it opened up. So but the thing is here, too, it looks
20 like there's no steel between the storeroom here and what -- is
21 this a void area where the steps are going into? What is this?
22 What area is that?

23 A. I don't know what that is.

24 Q. Because it seems like in --

25 A. I don't know. That looks like it's down at the same level as

1 this storeroom at one time.

2 Q. Yeah.

3 A. I don't know where those stairs would go, though. That's
4 what doesn't make any sense to me. And the stairs in this picture
5 aren't even in the same relationship as they are on the drawing
6 from 2012.

7 Q. Yeah, the drawing from 2012, being the, the older fire
8 control plan? Is that what you're looking at?

9 A. Yeah, right.

10 Q. Right. Okay. And see, it's like I'm not seeing any steel
11 bulkhead separating these areas. It seems like it was all wood.
12 I see the steel further forward.

13 A. Yeah, that's (indiscernible) staircase that goes up to the
14 next deck.

15 CWO [REDACTED] The stairs should be right here.

16 MR. JONES: Right.

17 BY MR. KUCHARSKI:

18 Q. Yeah.

19 A. Or right here, because that's where the shelving is.

20 Q. So --

21 A. So this drawing is not -- isn't accurate.

22 Q. So where the light is -- and this is Exhibit 12 that we're
23 looking at, that I have marked up as Exhibit 12 -- where you see
24 the light down here, the portable flood that I'm pointing to?

25 A. Um-hum --

1 Q. Is --

2 A. (Indiscernible).

3 Q. It's --

4 A. Okay. Go ahead.

5 Q. The flood light that's illuminating this?

6 A. Yup.

7 Q. It's got a yellow frame on it, like, okay, and you see, like,
8 a steel, it looks like almost a steel lip here --

9 A. An edge, yeah.

10 Q. Yeah, a edge, yeah, sure, lip that runs across here. Was
11 that part of the reefer box or no? Did the reefer box --

12 A. I'd have to say it's the deck, the deck and the -- I don't
13 know. It's --

14 Q. Yeah, I'm trying to figure out where the end of the reefer
15 area was --

16 A. (Indiscernible).

17 Q. Yeah, yeah.

18 A. Because I'm -- I don't remember what this looked like before
19 the fire now.

20 CWO [REDACTED] So just was that pedestal visible before the fire?
21 Was there a bump out in that reefer?

22 MR. JONES: See, I didn't, I didn't spend a lot of time in
23 there. You know what I mean? It's not -- we wouldn't do all our
24 work inside that freezer reefer box, you know what I mean? It's
25 part of the galley, but I don't recall ever even going in there

1 other than to grab stuff they were giving away for free to take
2 home, like maybe a dozen of eggs, or you know what I mean, some
3 frozen fish or something.

4 CWO [REDACTED] Sure.

5 MR. JONES: But I mean, it would have had to have been
6 insulated, because that pedestal, the oil gets warm from using the
7 crane, and you can't have that inside of what was then the
8 freezer, now is a common refrigeration box.

9 MR. ALTENBRUN: Is there a chief engineer or a captain who
10 has been on that boat for years and years and years that knows it
11 really, really well?

12 MR. JONES: It's possible, yeah.

13 MR. KUCHARSKI: Who is talking there? Was that Larry?

14 MR. ALTENBRUN: That was Larry, yeah. I apologize.

15 MR. KUCHARSKI: Okay. No, no, that's -- just want -- the
16 court reporter is going to beat me up on this, I know. Okay.
17 Well, this has been, this has been very helpful, as I thumb
18 through some of these. And if you could show us the fire blankets
19 and what it looked like beforehand -- I may have those. I don't
20 recollect, you know, going through thousands of photos. It's --

21 CWO [REDACTED] Mike, this is [REDACTED] again.

22 MR. KUCHARSKI: Yeah.

23 CWO [REDACTED] Just because you got this picture up right now --
24 so, Dustin, that ladder up there in the upper right, that orange
25 extension ladder, so is that on the other -- because that was a

1 bulkhead at one time. We can see that it burnt. Would that have
2 been the storeroom, do you think?

3 MR. JONES: Yeah, yeah, no, that's, that's where this --

4 CWO [REDACTED] That's where that --

5 MR. JONES: Ladder is sitting right here now.

6 CWO [REDACTED] So where that wood shelving was?

7 MR. JONES: Yeah, yeah. That's where the ladder is sitting
8 now.

9 CWO [REDACTED] Okay.

10 BY MR. KUCHARSKI:

11 Q. So we're not sure what this area here where you see it looks
12 like charred wood -- I think that's what the report says -- it's a
13 charred material --

14 A. Don't know if that's wood or if that's fire blanket.

15 Q. Yeah.

16 A. I'm not sure.

17 CWO [REDACTED] Well, if you go, if you go back to, Mike, the
18 picture where you got a full view of the wood, or of the orange
19 ladder --

20 MR. KUCHARSKI: Okay.

21 CWO [REDACTED] I forget. That might be 9. There you can see
22 that's that ladder.

23 MR. JONES: Yeah.

24 CWO [REDACTED] And then we can see the charred piece of wood
25 behind it.

1 MR. JONES: That's that bulkhead right there.

2 CWO [REDACTED] Okay.

3 MR. JONES: Which now we know was flammable.

4 MR. ALTENBRUN: Can you tell if that's wood?

5 CWO [REDACTED] Yeah, if you -- there's another picture that they
6 show that you can tell that it's wood.

7 BY MR. KUCHARSKI:

8 Q. We have, yeah, and we have the reports that talk about the
9 materials, so we've got the granularity there. But you know, it's
10 looking at getting -- to me -- and it wasn't clear in the ATF
11 report. I just -- I showed you what they have of the new layout,
12 and then all we have is the old layout.

13 Now, if you can tell me when the modification was made, I may
14 have photos. I've got surveys of this vessel going back I think
15 2014. I don't know if I have one of 2017, but I do have surveys
16 that we were given by ATF that apparently you gave to ATF, okay?
17 So I do have those, but the problem is, you know, without
18 bracketing, knowing when it actually occurred, you know, the
19 change, I don't know if those photos go back to the proper
20 timeframe, you know? And --

21 A. It would have to predate 2012.

22 Q. I'm sorry?

23 A. Well, maybe it doesn't. I don't know.

24 Q. Yeah.

25 A. That's different than it is -- than it was before the fire.

1 Q. Right, right.

2 A. I don't know how far back that would have to go.

3 Q. Yeah. And that's been the difficulty right now. So, you
4 know, if I pull up with -- to you, I mean, you know, I can show a
5 whole bunch of photos that I have from the survey, but I don't, I
6 don't know if those are the correct photos. That's my problem.

7 So, you know, I know the date of the survey, but I don't know --
8 let me see -- there we go. And actually, this is 2017. So this
9 is April of 2017. I mean, I have a lot of photos of the vessel.

10 A. That was when we did the -- I forget what it's, what it's
11 called now -- the most recent survey.

12 Q. So --

13 A. Yeah, do again --

14 Q. Probably for underwriters, you know? I've got photos of that
15 area that I believe are correct, but -- so the 2017 photos for
16 sure, anything from 2017 timeframe, would be after the
17 modification was made, correct?

18 A. Yeah, I believe so.

19 Q. Well, sorry, why do you say you believe so? You've been
20 there since 2017. The modification wasn't made while you were
21 there, right?

22 A. That's correct. So, yes, you -- yeah.

23 Q. Okay. Okay. Don't confuse me now, you know? I'm trying to
24 get -- you know, don't say, "I believe so." You know, I'm trying
25 to get these photos in there and saying, okay, you know, I have

1 this survey, but actually, there's a phenomenal survey that a
2 fellow made and had all hand signs showing all kinds of things.
3 But I think that was 2014 vintage.

4 So if I can nail down the time that this work was actually
5 done, then, you know, I've got it made, you know? But that's the
6 million -- those are the million-dollar questions. Here is one
7 from 2009. See? You know, and I have many, many surveys, but I
8 just need to get my arms around when that modification was made.
9 Then I can do the rest from there. I think I've got photos to
10 cover it, so -- but anyways, so let me get back to your work. I'd
11 like to wrap it up. Thanks for taking the time with the photos.
12 They're helpful. Anything you'd like to add, Dustin?

13 A. No. I just want to make sure I was clear on that fire watch
14 responsibility. That's was kind of a big deal, so I --

15 Q. Sure, sure. No, that's great. And besides some of the
16 things you mentioned, any thoughts of how to prevent this from
17 happening again?

18 A. Yeah. I mentioned that earlier what my measures are. And
19 we're still working on that. Like, the external fire alarm, we're
20 installing systems on all our boats now that will call and text
21 when any alarm on the boat, a designated alarm goes off --

22 Q. You know --

23 A. And it notifies the security guard, as well as the first port
24 engineer.

25 Q. You know, and I'll go back to Mr. Tichau (ph.) and ask him --

1 or if they don't become a party or to have Coast Guard ask on our
2 behalf any changes, because we put these in -- I'll include that
3 into the report, because it's a valuable lesson for others, you
4 know? I've been involved with ships in deep layup, and the
5 general alarm system is generally -- is usually secured, but they
6 have other external alarms that go out to the outside, because
7 there's nobody aboard, you know? You may have a watchman that
8 looks over a fleet or a number of ships, and that's it, you know?

9 So, okay, well, any questions for me?

10 A. I don't have any.

11 MR. KUCHARSKI: Very good. Then let's call it a day. It's
12 1813 here, which would be about 1513, a little bit after 3:00 on
13 your side, and we'll stop the recording.

14 (Whereupon, at 6:13 p.m. EST, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: *ALEUTIAN FALCON FIRE*
 IN TACOMA, WASHINGTON
 ON FEBRUARY 18, 2021
 Interview of Dustin Jones

ACCIDENT NO.: DCA21FM016

PLACE: Via Microsoft Teams

DATE: December 2, 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.

A black rectangular redaction box covering the signature of Danielle VanRiper.

Danielle VanRiper
Transcriber