

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: MARTIN TEACHOUT,

Vice President of Vessel Safety and Compliance

Trident Seafoods

Seattle, Washington

Tuesday,

June 22, 2021

APPEARANCES:

MICHAEL KUCHARSKI, Investigator
National Transportation Safety Board

████████ ██████████ Chief Warrant Officer
U.S. Coast Guard

MARTIN TEACHOUT, VP of Vessel Safety and Compliance
Trident Seafoods

I N D E X

ITEM

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Interview of Martin Teachout:

By Mr. Kucharski

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34, 38, 40, 42, 50

By CWO [REDACTED]

13, 29

I N T E R V I E W

(2:31 p.m.)

1 MR. KUCHARSKI: Okay.

2 CWO [REDACTED] All right, then. Well, I'm going to go ahead
3 and get started, if it's all right. Okay. Good morning on our
4 end, good afternoon on the East Coast. The time is 11:31,
5 Tuesday, June 22nd, Pacific Standard Time. I am Chief Warrant
6 Officer [REDACTED] [REDACTED] I'm an Investigator with the United States
7 Coast Guard.

8 We are doing a phone interview of Mr. Martin Teachout.
9 I am currently located in Sector Puget Sound Building on Base
10 Seattle, Coast Guard Base Seattle, Seattle, Washington. And NTSB,
11 if could introduce yourself?

12 MR. KUCHARSKI: Yes. Good afternoon, gents. This is Michael
13 Kucharski. I'm a Senior Marine Investigator with the NTSB. I am
14 actually, right now, in Sarasota, Florida. I'm working remotely,
15 but through using MS Teams, we're able to go ahead and hold this
16 interview. Spelling on my last name is K-u-c-h-a-r-s-k-i.

17 CWO [REDACTED] And Mr. Teachout?

18 MR. TEACHOUT: Hi. My name's Martin Teachout. I'm the Vice
19 President of Vessel Safety and Compliance for Trident Seafoods,
20 and I'm currently located in Seattle, Washington, at the Trident
21 Corporate Office in Ballard.

22 CWO [REDACTED] Okay. So we're going to get this started. I'm
23 going to go ahead and have the NTSB start off with some

1 questioning, and if - afterwards, I'll follow up with any follow-
2 up questions.

3 MR. KUCHARSKI: Okay. Great. And Mr. Teachout, do you have
4 any problems with us recording?

5 MR. TEACHOUT: Nope. Not at all.

6 MR. KUCHARSKI: Okay. And if you want -- Coast Guard is lead
7 in this investigation, but I will have it transcribed, and then
8 share that with Mr. [REDACTED] And if he wants to share that with
9 you, that's fine. I don't have any problems with that. So okay.

10 MR. TEACHOUT: Okay.

11 CWO [REDACTED] And Marty, I think you already know that I can't
12 share anything in an ongoing investigation unless you guys are
13 deemed a party-in-interest, if -- I don't believe I've gotten a
14 request yet for that happening. Let me look. I'll double check.
15 We can go ahead and continue, but if you guys do want a copy,
16 just, you know, do a request for party-in-interest, and we can do
17 that.

18 MR. TEACHOUT: Okay.

19 MR. KUCHARSKI: Great. And Chief Warren [REDACTED] your
20 spelling on your name is [REDACTED] Is that correct?

21 CWO [REDACTED] That is incorrect. That is incorrect. It is
22 Charlie, Hotel, Echo, November, Echo, Yankee.

23 MR. KUCHARSKI: Okay, and --

24 CWO [REDACTED] C-h-e-n-e-y.

25 MR. KUCHARSKI: Okay. And the spelling on your first name is

1 S-t-e-p-h-e-n?

2 CWO [REDACTED] That's correct.

3 INTERVIEW OF MARTIN TEACHOUT

4 Q. Okay. Great. Thank you. So Mr. Teachout, could you tell us
5 a little bit about yourself? Your background, any formal
6 schooling, or -- and schooling relating to the maritime industry
7 or your present position?

8 A. Well, I'm a 33-year veteran of the United States Coast Guard.
9 I was 24 years active duty. When I retired from active duty
10 service, I took over the Fishing Vessel Safety Branch Chief job at
11 Sector Puget Sound. I was in the Marine Safety Field for over 16
12 years. I am a Master Marine Inspector with all the
13 qualifications, with the exception of MODUS, because I didn't want
14 to go to New Orleans.

15 Q. Or maybe HOMA.

16 A. Well, HOMA as well. I left my job with the Coast Guard and
17 came over to Trident Seafoods, where I am now in the Vice
18 President of Vessel Safety and Compliance for Trident Seafoods,
19 I've been for the last six years.

20 Q. Okay, great. And do you have any of -- besides the Coast
21 Guard, any other marine employment, or did you go right from Coast
22 Guard to Trident?

23 A. Right, straight from the Coast Guard to Trident Seafoods.

24 Q. Okay. And do you hold a Coast Guard license?

25 A. No.

1 Q. Okay. Okay. Are there any other credentials or training
2 that you hold that are directly related to your job? Like, are
3 there any ISM or auditor or environmental credentials that you
4 have?

5 A. I've been to ISM. I've been to HAZWOPER training. I've been
6 to Shipyard Competent Person School. I've been to the -- God, I
7 can't think, my brain -- hang on, one second -- OSHA's 540-10, for
8 Marine Industries, and 503, as well as the 501, for OSHA. That's
9 probably enough for -- that I can remember offhand. I haven't had
10 to spew that in a while.

11 Q. Okay. But you mentioned the Shipyard Competent Person?

12 A. Yes.

13 Q. Yeah. Have you ever had to use those credentials?

14 A. Yes.

15 Q. Okay. In your current position?

16 A. Yes.

17 Q. Okay. Okay. And what does your job entail on a day-to-day
18 basis?

19 A. I manage what goes on with our Vessel Managers for all of our
20 vessels. We currently have 41 vessels, ranging from processor --
21 at-sea processors to at-sea catcher processors, to catchers and
22 tender vessels. We also have a protein barge that we use in
23 Kodiak, Alaska, that belongs to me. I'm also the Safety Director
24 for the Tacoma Yard and the Old Yard here in Ballard Yard,
25 Seattle.

1 Q. Okay. And that was going to be a question down the line. So
2 the Old Yard, I noticed on your hot work policies, it mentions Old
3 Yard, so that's at Ballard, and then the other facility there is
4 at Tacoma, at the end of the Hylebos waterway?

5 A. Yes.

6 Q. Okay.

7 A. Yep.

8 Q. At the end of the Hylebos where the accident occurred?

9 A. Yes.

10 Q. Okay. Okay. And Hylebos is spelled H-y-l-e-b-o-s? Does
11 that sound right?

12 A. Yep.

13 Q. Okay. I'm sorry, I'm spelling some of these things out,
14 because we use a court reporter for these, and they won't know the
15 spellings. Want to try to get those down for them. So when you
16 say you -- do you actually manage them, or is it just a --
17 operationally, or is it safety-wise, or -- how does that work for
18 the 41 vessels?

19 A. I have a Safety Representative at the Tacoma Yard, and also
20 on -- at the Old Yard, and I just -- I manage them to make sure
21 they're doing what they're supposed to be doing on a daily, day-
22 to-day basis.

23 Q. Okay. So is that -- is your job also include seagoing when
24 they go out to sea, safety-related, or is it just shore-side?

25 A. No, I -- like I said, I have 41 vessels and a protein barge

1 that -- I'm responsible for the safety on all of those vessels, as
2 well.

3 Q. Okay. So whether they're in lay-up status or underway, the
4 safety is your responsibility?

5 A. Yes.

6 Q. Okay. And do you have direct reports that -- those that
7 report directly to you?

8 A. Yes.

9 Q. And who would they be?

10 A. John Hobbs is my Safety Manager down in Tacoma, and Robert
11 Tinker is my Safety Manager in Ballard.

12 Q. Okay.

13 CWO [REDACTED] You guys will see me getting up every once in a
14 while, since this is a government building. The lights turn off
15 when I don't move, so --

16 MR. KUCHARSKI: I was wondering about that. I thought it was
17 a mood light.

18 CWO [REDACTED] Yeah.

19 BY MR. KUCHARSKI:

20 Q. And Mr. Teachout, who do you report to?

21 A. I report directly to -- or my direct report is to Brian
22 Rogers.

23 Q. And Mr. Rogers' position is?

24 A. He's the Shore Plant Safety Manager.

25 Q. Okay. Does your job also include being part of any incident

1 response?

2 A. We cross-pollinate a little bit, not much because there's a
3 distinct difference between state bulk in Alaska. We have plants
4 all over the place. We have them in Georgia, Minnesota,
5 Washington, Alaska. So the state regulations are extremely
6 different than the Jones requirements for the vessel. So --
7 although I direct report to him, we do not typically cross lines
8 between the two.

9 Q. Okay. I guess my question is in incident response. Like, if
10 you have a fire on the vessel, like the Aleutian Falcon, which is
11 --

12 A. That's mine. Totally mine.

13 Q. Okay, so -- so are you part of the Incident Response Group?
14 Or --

15 A. Yes.

16 Q. Do you head that?

17 A. Yes.

18 Q. Okay.

19 A. I'm the QI.

20 Q. Okay. Okay. As opposed to DPA? I suppose you don't have a
21 DPA there, do you?

22 A. No.

23 Q. Right. Okay. Does Trident also have an organizational
24 chart, which has your position at, where I could see that, if need
25 be? Like a tree? Sometimes you see those?

1 A. Yeah. There is one, but it's fluctuating and changing so
2 much because we're going through -- I don't know if there's been
3 an updated one that would give you accurate information at this
4 point in time.

5 MR. KUCHARSKI: Okay. Then I won't need that. So this --
6 I'm going to hold there and see if -- Stephen, do you have any
7 questions for him about anything I've asked so far?

8 CWO [REDACTED] No.

9 MR. KUCHARSKI: Okay.

10 CWO [REDACTED] Nope. We're good.

11 BY MR. KUCHARSKI:

12 Q. So if we can roll right into the incident, Mr. Teachout,
13 would you please tell us, in your own words, your involvement in
14 this accident? From the beginning, when you were first made aware
15 of it, and with there being a problem on the vessel?

16 A. I received a call from Rick Brown, who is the Director of
17 Marine Engineering for Trident Seafoods - he's -- resides at the
18 Tacoma Yard. He called me and said that there was a fire reported
19 on the Aleutian Falcon. I made plans to depart Vashon Island to
20 drive down there, had to wait for a ferry to get there.

21 I arrived probably an hour, maybe an hour into the
22 actual full-on fire on the boat, by the time I got there. And we
23 were just over on the -- what we call Pier 24, which is the
24 opposite pier of where the vessel was moored on, the main pier.
25 The Tacoma fire boats were already on scene, pumping water on both

1 sides of the boat to keep the fire and flames down.

2 I activated our OSRO at that point, when I got to the
3 dock. Spun up WSMC, and then after a day and a half, we had to --
4 because we couldn't get the fire out, we spun up Resolve Marine,
5 which is our salvage marine firefighting contingency, along with
6 ECM, who is our Spill Response representative. And, I mean, we
7 spent roughly two weeks after that putting out and mitigating the
8 fire until it was completely out.

9 Q. And you mentioned Resolve, I know Resolve. Would you please
10 -- the OSRO, would you tell us what that is?

11 A. It -- well, it's our Oil Spill and Response Plan. And once
12 you activate your OSRO, you're basically letting everyone know
13 that you're responsible and will take care of any and all
14 responsibilities for the fire and what happens afterwards.

15 In Washington, you basically have to use WSMC as your
16 initial responder, or you have your own plan. We're too big to
17 have -- to deal with our own plans that way. So we use WSMC, and
18 after you -- typically, after 24 hours, you spin up your Oil Spill
19 Response Plan after that, because it's going to be more long-term.
20 And that's what we use, ECM and Resolve to respond to the fire.

21 Q. And ECM is who?

22 A. That's -- ECM is the -- our -- East -- Eastern Maritime
23 Services. They're out of East Coast in Connecticut -- Norwalk,
24 Connecticut.

25 Q. Okay.

1 A. And Resolve is down in your neck of the woods. They are out
2 of Fort Lauderdale, Florida.

3 Q. Yep. Yep. Yep, I know Resolve. I trained at their
4 facility, their ship-handling. Okay. Okay. And so -- and then,
5 you arrived on scene, the morning of the -- or actually, the fire
6 was on the 17th, so the next morning --

7 A. Yeah. Well, it was early morning hours. It was probably
8 about -- I got there, probably about between 12 and 1 by the time
9 I got there. I don't have the exact time that I showed up.

10 Q. Okay. On the next morning. Okay. Okay. And you say the
11 fire roughly ran for about two weeks?

12 A. By the time we were able to put it all out, yes. The bulk of
13 the fire that was going up through the upper part of the pilot
14 house, we probably had out in about four, four and a half days.
15 But there was small fires throughout the boat that we weren't able
16 to get out for about two weeks.

17 Q. Oh. Must have kept you fairly busy during all that time.

18 A. Yes.

19 Q. Yeah. Has Trident ever had an incident like that before?

20 A. Not a fire on a vessel, no.

21 MR. KUCHARSKI: Okay. Stephen, do you have any follow-up
22 questions?

23 BY CWO [REDACTED]

24 Q. So with -- with ECM and response, they actually came on scene
25 and responded, though, that they are located on the East Coast?

1 A. Well, yeah. I mean, it's like O'Brien or Gallagher's.
2 They're all over the place. It's just, they have a network of
3 people that actually -- so the -- the kind of nexus of everything
4 is when we shut down WSMC, half of those people that were working
5 for WSMC were then hired by ECM to become the follow-on responders
6 for the plan.

7 It's -- there's a small group of people that do it all
8 over the place, and they're all intertwined with each other. So
9 like I said, most of the people who were working for WSMC on Day 1
10 worked for ECM on Day 2.

11 Q. Okay.

12 A. And Resolve, Resolve has -- they have a core network of
13 people, as well, but when they came and responded to the fire,
14 most of the firemen that responded to the fire were local firemen
15 from the Tacoma, Breton peninsula area around here. They didn't
16 come with a whole entourage of firefighters.

17 Q. Okay. The second question I have is do you recall
18 approximately when you received the call from Rick Brown?

19 A. That was right around -- it was, like, just a little after,
20 like, 9:00, because I was looking at the ferry system to try and
21 get off of Vashon. And I couldn't get off the south end because I
22 would have missed that ferry by the time I got there. And then
23 they were down to a two-ferry system, two ferry boats instead of
24 three. And I wound up having to go off the last ferry on south
25 port, and then drive all the way down around to get there.

1 Q. And then finally, you guys answered to -- did you end your
2 oil spill response plan. Was there any oil that ended up spilling
3 as a result of this fire?

4 A. Yes. I worked with the state on the actual quantity of what
5 reached the water. Our initial report was less than 40 gallons,
6 but what we came up with was probably less than two quarts by the
7 time we were done. It all originated from the crane on the port-
8 side forward. The -- because a fire was coming up through the
9 galley area there.

10 It burnt the hose, primary hose for the boom itself,
11 which was about eight feet long, half-inch hose. And then the
12 filter canister burnt off of it. Again, very little reached the
13 water. When we flew the drone the next day, it was all contained
14 inside of our boom area, because all our boats are boomed. And
15 the sheen was, I don't know, minimal at best.

16 Q. Okay. So hydraulic fluid from the crane, the davit up there,
17 I remember seeing that when I was there on the shore. It seemed
18 like there was a lot of heat underneath it, as well, as the hull
19 was quite discolored on that -- right underneath that davit.

20 A. Yeah. Right under the davit was where ATF basically tracked
21 and traced the origin of the fire down.

22 Q. Yep. Right there where that wooden structure was, in the --
23 off of the galley?

24 A. Yes. Yep.

25 Q. Okay. And you said you were working with the state. Was

1 that, like, State Ecology?

2 A. Yep.

3 CWO [REDACTED] So -- that's all I have for that.

4 BY MR. KUCHARSKI:

5 Q. Okay. This is Mike Kucharski again. Does Trident have a
6 Safety Management Program or system?

7 A. No. We don't have an SMS program. We do have safety
8 policies for the Yard.

9 Q. Okay. So that is -- are they standalone-type policies? Is
10 that what they are?

11 A. Yes.

12 Q. Okay.

13 A. And then there's splinters off of the Safety Policy for the
14 Yard, i.e., like, the maintenance and repair for fire watches and
15 other miscellaneous stuff that we do there.

16 Q. Okay. Does -- do you ever perform any ship or safety audits,
17 or audits, internal audits of the yard and the vessels? Do you do
18 any of that?

19 A. It depends upon what you're asking for, for audits. Clarify
20 what you're asking.

21 Q. Yeah, the safety-related items. Do you walk about the vessel
22 and -- while it's in lay-up status and look at safety-related
23 items, whether it's firefighting, whether it's detection, or
24 anything like that?

25 A. So it's not a -- it's not indicative to the lay-up status of

1 the boat. We do beginnings and end-of-season every year. So we
2 have A Season, we have B Season. So when the vessels operate,
3 we'll do a beginning-of-season audit and an end-of-season audit.
4 The beginning-of-season audit is typically done by us. So it
5 would be the Vessel Managers for those particular vessels.

6 In the case of the Aleutian Falcon, that would have been
7 Katie -- who's my Vessel Manager for the larger vessels. And then
8 the boat, we'll do an end-of-season audit. And they'll send that
9 to us, and then when they get here, we will then validate and
10 verify it by -- and doing our own audit again.

11 Q. Okay. And so I guess - then, let me ask it a little bit
12 different way. Do any of the people you mentioned, the Safety
13 Managers, they go aboard the vessels to look at how things are
14 being done?

15 A. Yes. So in the vessel in question, the Aleutian Falcon, the
16 daily routine would have been in the morning, John Hobbs and one
17 or another of the ship's Competent Persons that we have would go
18 on board. In particular, John Hobbs' job would be to walk around
19 the boat and do the daily area sheets for hot work --

20 Q. Okay.

21 A. -- required for the boat, based on what they know is going to
22 happen that day in those particular areas. If there's a
23 requirement for going into tanks or voids, they require an SCP.
24 That will either be John Hobbs or one of the other SCPs that we
25 have down there. And they'll certify the tanks for either human

1 entry or hot work, safe for hot work.

2 Q. Okay. So they do that on, like you said, on a daily basis,
3 if there's --

4 A. A daily basis.

5 Q. Yeah, if there's hot work being performed, they will do that?

6 Okay. Sorry. A little bit of noise outside. That should end
7 soon, though. And the -- well, actually it -- we'll probably get
8 to some of these in a little bit, when I ask about the hot work
9 and the permits. Is the vessel classed at all?

10 A. No.

11 Q. Okay.

12 A. It's low-line. Low-line only.

13 Q. Okay. And the vessel, as I understand, was in a lay-up
14 status, is that correct?

15 A. It was in a Maintenance and Repair status, not a lay-up. So
16 what typically happens in the Maintenance and Repair is when the
17 boat comes in, either what we give them as a safety, during our
18 safety audits and/or what has to be repaired or completed prior to
19 the next season that they'll depart, that work would be being done
20 in that particular point in time. So it's more of a Maintenance
21 and Repair, not a lay-up.

22 Q. I see. And you said there's a Maintenance or Repair, then
23 safety audit, that's done?

24 A. Well, the safety audit will -- our safety audit identifies
25 stuff that we want done during that period as well. The Port

1 Engineer for that vessel, he'll then do his report based on the --
2 that gets reported to him, that needs to be repaired before the
3 boat departs for that particular season.

4 Q. I see.

5 A. Which is what they were doing at that particular point in
6 time.

7 Q. Okay. Is there -- can we get a copy of that safety audit
8 that the -- that was performed?

9 A. You want our safety audit?

10 Q. Yeah, just for the Aleutian Falcon, what was -- is that done
11 at the beginning of the period? Is that when it's done?

12 A. Yep. That would have been done for that.

13 Q. Okay.

14 A. But that's not going to identify the work that was being done
15 by -- during the maintenance and repair. That was already
16 provided to ATF and the Coast Guard.

17 Q. Right. Right. Okay. Yeah, if -- prior to it, when it first
18 entered into M&R status, if it was a safety audit, I'd like to get
19 a copy of that, if you can give that to the -- Mr. [REDACTED] Are
20 there any written procedures for when a vessel, besides, you know,
21 the -- you have your safety audits.

22 Are there written procedures for how the vessel was
23 left, how it -- you know, it may be tie-up, it may be fire-water.
24 It may be roving rounds you made, or night watchmen. Are there
25 any written instructions for when a vessel goes into this M&R

1 status?

2 A. No.

3 Q. Okay. And who is the shore-side person who's in direct
4 charge of the repairs? Who -- direct oversight?

5 A. In the case of the Aleutian Falcon, that would have been
6 Dustin Jones.

7 Q. Okay.

8 A. He's the Port Engineer for the Aleutian Falcon. He works
9 directly for Rick Brown.

10 Q. Okay. Okay. Great. Thank you for that. I crossed off
11 three questions at once. And the -- is there -- I don't know.
12 When the vessel's in lay-up status, like, or M&R status, is --
13 there's someone that would -- that sails the vessel, like a Chief
14 Engineer, that would also be involved in those repairs? Or are
15 they just off the boat, period?

16 A. In the particular case of the way they were operating the
17 Aleutian Falcon this year, because it didn't go north in January,
18 the Chief Engineer and a couple of the other key crew that are
19 typically there for that for a period like this, they were
20 employed elsewhere on some other -- on different vessels that we
21 already had sent, you know? So the chief engineer and the third
22 Engineer were, I believe, on the Independence, which is our
23 floating processor.

24 Q. Understood. So there was no-one then --

25 A. Not ship's crew, no.

1 Q. Right, that were involved in that, also. Okay. So it was
2 strictly shore-side personnel that had the oversight for the
3 vessel, and directly for the repairs? Would that be fair enough?

4 A. Yes.

5 Q. Yeah. When the vessel is in that type of a status, in this,
6 like you say, a Maintenance and Repair status, is there a fire
7 watch for the vessel or someone who comes by and checks the vessel
8 when all the workers have left?

9 A. If there's hot work -- so for every single welder, there is a
10 fire watch. So everywhere is wherever we're doing hot work, the
11 welder will have a fire watch assigned to them. And they are
12 trained by us. They will already come with a pre-trained fire
13 watch.

14 We tend to not to do it anyways because we have an in-
15 house training center there, where we discuss our policies and
16 procedures, which covers how long we expect you to stay there
17 after they're done welding, and what we expect you to do while
18 they're welding.

19 Also, it's -- we train them in the material that we give
20 them to fight the fire, if there is a fire, or to put out sparks
21 or whatever they see with the material that we provide for them.

22 Q. Okay. Yeah, I'm sorry. Maybe I wasn't clear on the
23 question. When all the vessel -- when all the workers, after they
24 already leave, everyone leaves, including the fire watch. I have
25 some detailed questions for the fire watch, but when everyone --

1 so -- I don't know if -- the last fire watch leaves, it's, say,
2 1700, and nobody comes onboard til 8:00 the next morning or 6:00
3 in the morning, whatever time it is. Does -- is there any fire
4 watch or night watchman that comes by and checks the vessel, like,
5 physically goes onboard that vessel?

6 A. We have a security guard that is out front that makes rounds
7 throughout the night, throughout all the facilities. He doesn't
8 physically go up on the boats. He's not required to do that.
9 What they do do is they patrol the dock. They look at the general
10 condition of the boat to report any alarms or any other unsafe
11 situations that they see. That -- they go straight to Rick Brown
12 from the reports.

13 Q. And is there a set time that it takes them to make a complete
14 round?

15 A. I do not know the schedule that they're on. It's typically
16 they'll make multiple rounds throughout the night. I don't know
17 the -- what they actually typically do for a round, other than
18 they walk up and down the dock and check all the buildings and
19 make sure that the buildings are all safe and everything, that
20 there's nobody on the premises that shouldn't be on the premises.

21 Q. Okay. And you mentioned alarms. Are there alarms on the
22 vessel that they would hear?

23 A. Yes.

24 Q. Okay. And what kind of alarms are active on the vessel once
25 everybody has left?

1 A. Well, the vessel had an installed fire alarm system that
2 should have went off. I believe it did go off. It wasn't going
3 off after I got there, because the boat was fully inflamed, but
4 I'm not sure that was the first indicator that they had acquired.
5 I think the smoke and/or the fire was reported before the security
6 guard learned of the fire.

7 Q. Okay. So as we sit here now, you don't know if the alarms
8 actually went off? Was that correct?

9 A. I would assume that the alarms went off because the system
10 was fully activated, and it was -- it was still within the
11 periodicity (verbatim) of its servicing. So I'm, I'm assuming
12 that the alarm system went off. But it's an internal alarm
13 system. It doesn't -- it doesn't ring down the dock. It rings on
14 the boat.

15 Q. Mm-hmm. Okay. And do you have any idea how often that's
16 tested?

17 A. Under way, they'll test daily. In port, it's not tested at
18 all until typically before the boat leaves and we'll have fire
19 service and company come down, and test everything to make sure
20 that it's still functioning as designed, and then certify our
21 ports.

22 Q. Okay. So this was part of the smoke detection system, smoke
23 and fire detection, whatever it is, or flame, that -- well, part
24 of the regular system. This wasn't something that you put on just
25 for lay-up status?

1 A. No, it's the vessel's installed fire system. All the major
2 spaces had -- this was an installed system. It wasn't the little-
3 kiddy Home Depot, Lowe's special.

4 Q. Mm-hmm.

5 A. This was an actual fire system with the firebox, which was
6 located in the galley area. So I can only assume it went off as
7 it was designed to do.

8 Q. Okay. But you said it's just internal? It doesn't alert
9 anybody on the outside --

10 A. No. Nope.

11 Q. -- or anything like that? Okay. Okay. Would you be able to
12 follow up on that and just check with the security guard, the one
13 that was on that evening, just to see if -- to see if he heard,
14 that sounds funny -- but just to determine if he heard any alarm
15 before he actually saw smoke and flames?

16 A. Yep.

17 Q. Okay. So you mentioned that the -- somebody from your office
18 would go and physically go onboard the vessel each day before any
19 hot work was performed. Did -- or tank entry. Do you also visit
20 the vessels?

21 A. When I'm down there, I will, yes.

22 Q. Okay. Okay. And how often do you go down there?

23 A. Well, it depends. I mean, if I have -- all my big boats are
24 down there, I'm down there. If I have boats up here, I'm up here.
25 I have two locations that I go to, and it just varies on what my

1 workload is. That time of the year, with the Aleutian Falcon,
2 what was going on down there, I was probably down there three days
3 a week and up here two days a week.

4 Q. Okay. Okay. And did you have any communications with anyone
5 on the Aleutian Falcon, or the -- either -- or Dustin Jones, or
6 the gentleman that you said that worked for you, John Hobbs --

7 A. John --

8 Q. John Hobbs? Did you have any communication with them on the
9 date of the accident?

10 A. Yep. I talk to John Hobbs on a daily basis, especially if
11 I'm not going to be there that day. I'll call and we'll talk
12 about what he's going to be doing and what he's done. We have an
13 open line of communication.

14 As far as talking to Dustin Jones, if I go down there,
15 I'll go in and I'll talk to all of the Port Engineers, or talk to
16 Rick Brown to find out what's going on, and just touch base with
17 any concerns or whatever's going on for that day.

18 Q. Okay. Great. Now, just out of curiosity, when you
19 mentioned, you know -- this may be a little bit off, you know, off
20 the line of questions. But you mentioned you had the alarm
21 system, you know, which was, you know, integral to the vessel, was
22 put on there.

23 Have you -- since the accident, have you considered
24 putting some kind of an external type of plug-in speaker, some
25 kind of a something, annunciator if you will, that would broadcast

1 to the outside? Have you looked into that?

2 A. Already done.

3 Q. Okay

4 A. We have ordered systems for all of our boats, which will be
5 installed on them as they come back. And those systems will alarm
6 to my phone, Rick's phone, and the Port Engineer's phones, as well
7 as to the front gate. Unfortunately, out of adversity, in a ship
8 like this, we learn. I mean, nobody wants or expects stuff like
9 this to happen until it happens. So yes, we are correcting and
10 rectifying that.

11 Q. No, no, that's -- you know, those things you shared, too,
12 because, as part of our process -- a report should come out within
13 the next six to twelve months, somewhere, that's where I'm at in
14 the cycle. But you know, those things are mentioned in there,
15 anything that you wanted to share will go in there, you know, as
16 prophylactic (sic) measures.

17 Proactivity goes a long way. But yeah, you're absolute
18 right, you know? Hindsight is 2020. I've been involved with
19 vessels in lay-up status, mostly ships. But -- just running
20 across my mind, since you mentioned that.

21 So there are, I believe -- I have a copy of the written
22 procedures for hot work when it's being performed on a vessel. Is
23 there -- are there any written procedures -- are the written
24 procedures -- when the vessel is in lay-up, for what the fire
25 watch will actually look at?

1 A. Well, within the training syllabus that we have for them, as
2 well as what we do in class, the answer is yes. We talk about the
3 physical hazards of the fire, we talk about surrounding areas,
4 ensuring that there's no sparse material that could catch fire.
5 If there is, mitigate that with fire blankets, and/or we use a
6 substance called Fire and Ice, which we spray liberally in
7 specific areas around foam and other areas that are highly
8 volatile.

9 We physically take the fire watches to specific
10 locations and talk to them about what we expect from them. The
11 lead -- each boat has a lead, which is in between a Port Engineer
12 and the after-person doing the work. He's the one that basically
13 orchestrates all the daily activities on the boat.

14 There are also there as safety observers, safety
15 watches, while we're walking around. If somebody's not doing what
16 they're supposed to be doing, he directs them back in the
17 direction that they do -- they're supposed to be. John Hobbs
18 makes frequent rounds throughout the boat on a daily basis each
19 day. But he's one person there.

20 That's why we use the leads and extensive training with
21 our -- all of our fire watchmen. Yeah, if you have the syllabus,
22 it basically talks about what they're supposed to be doing in
23 that, as well. We physically do in-house, actual, hands-on type
24 training with all of the material that we use or expect them to
25 use to extinguish the fire.

1 They have to put hands on it and use it, so the fire
2 extinguisher, they have to use a fire extinguisher. Fire and Ice,
3 we show them what it does. We explain to them what the
4 capabilities of it is. We talk to them about fire when it gets in
5 protecting areas, as well as physically having fire monitors. So
6 on every boat we have a complete charged fire hose in the location
7 where hot work is being conducted. And that's there all the time.

8 Q. Okay. Thank you for that. Thank you for that. I guess
9 what I'm sort -- what I was sort of thinking -- when -- after I
10 left sailing and I went to work for a major cruise company, the
11 fire watch, when they went around, we actually had a little --
12 they weren't doing hot work.

13 But, you know, it was a little pre-printed sheet, like
14 almost like a checklist, you know, check this, check that. Do you
15 have anything like that that is given to the fire watches?

16 A. We don't have a check sheet that specifically has what
17 they're supposed to be doing, other than what is taught to them in
18 the class, and then reinforced by the leads.

19 Q. Okay. Okay. And is this lead person -- are they more
20 oversight? Are they an overseer or are they actually hauling
21 hoses or cables and stuff like that? Are they -- you know, like a
22 foreman? Or --

23 A. Well, the -- your leads are typically the -- on a day-to-day
24 basis, they're going to be the ones that are going to ensure that
25 if there's a particular area that has to have welding and/or

1 cutting, the indoor -- whatever type of maintenance in that area
2 is supposed to happen for that day, they're the ones that'll go in
3 there and say, "I need two welders, with two fire watches, with" -
4 - X, Y, and Z, they're with them to ensure the safety of that area
5 and what's going to happen. And then they go back. They kind of
6 make sure that everything is going the way it's supposed to go.

7 Q. Okay. Okay. I think I understand. So it's more oversight?
8 Or do they actually -- will a lead actually be -- a welder,
9 somebody that's actually performing --

10 A. No. The leads are not -- they're not welders, they're not
11 going to be the greppies (ph.). They're the individual ensuring
12 that the job and the task is getting done. And if they need any
13 parts, pieces, or more stuff to make sure that it gets done, i.e.,
14 another piece of metal or whatever it is, they'll go and get that
15 and bring it back to them.

16 MR. KUCHARSKI: Okay. Okay. Great. Great. So I'm going to
17 hold there for a second. Let's see if Mr. [REDACTED] has any follow-
18 up. I do have more, a little bit more questions on the hot work
19 itself, and some -- that you mentioned, but I'll hold out, because
20 I covered a lot of ground.

21 BY CWO [REDACTED]

22 Q. Just real quick, so the -- the classroom training, I know we,
23 when we spoke to the -- when we spoke to the fire watches, they
24 informed us they would -- it consisted of a video, as a portion of
25 it? Is that correct?

1 A. Yeah, there's a video portion that --

2 Q. Okay.

3 A. -- is in the classroom, yes.

4 Q. Okay. And then you're saying, in addition to the video
5 portion, there's also a -- on-hands training that goes on with it?

6 MR. TEACHOUT: Yep. There's -- we have fire extinguishers in
7 there that they're supposed to be using, and then they'll go with
8 -- John Hobbs will walk about on the dock and show them where the
9 fire monitors are, and discuss the hoses.

10 CWO [REDACTED] And in addition to the video and the on-hands
11 training, is there any kind of, like, test to see if there's any
12 kind of retention of the information? Or is it just done on the
13 job?

14 MR. TEACHOUT: It's just on the job.

15 CWO [REDACTED] That's all I got. I was going through some of
16 my documents here, and just something that came up before when we
17 were talking about your availability to get a copy of the -- well,
18 not get a copy, but to view a copy of the transcript. I did find
19 the Trident Seafood was designated as the party-in-interest. So
20 you guys, you know, just let me know, and you can have access to
21 that.

22 MR. TEACHOUT: Okay. Yep.

23 CWO [REDACTED] That's all I have.

24 BY MR. KUCHARSKI:

25 Q. Okay. Thank you. This is Mike Kucharski, again. So Mr.

1 Teachout, when you have hot work that's being performed on a
2 bulkhead, where it joins the deck, is there -- would there
3 typically be just one -- you know, like in, I think the one area
4 was the deck, just after the wheelhouse, if you will, or where it
5 connected to the storeroom beneath, does -- if that -- you're
6 cutting or you're cropping, does that same fire watch go on both
7 sides of the bulkhead?

8 A. No. So there's a fire watch above and below, where we were
9 cutting.

10 Q. Okay. And if it's on a bulkhead, though, you know, a
11 bulkhead has two sides. Does that one that's below -- do they go
12 back and forth from the both sides of the bulkhead to see?

13 A. It depends upon how far they have to go and what is or isn't
14 being cut -- in specific areas. In this case, the door that goes
15 from the location in the kitchen to where they were cutting, I
16 believe, the person could literally stand in the doorway and see
17 both sides of the bulkhead.

18 Q. Okay. Okay. And does that change at all? If there's -- if
19 it's a -- was that an insulated bulkhead, do you remember?

20 A. No, it was -- the bulkhead that caught fire was made out of
21 plywood.

22 Q. Okay. So when you say it caught fire -- so is this something
23 that the ATF told you?

24 A. Yes. ATF didn't like the Coast Guard. It's not going to
25 tell us anything. You could infer by looking at their

1 investigations, seeing what happened. They articulated that this
2 is where we believe it may have started, but again, they did not
3 formalize or finalize the report to our knowledge yet.

4 We have -- out of respect -- but if you stood there and
5 you looked at where they dug out and articulated where it may have
6 started, I would say the probability is likely that it started
7 there.

8 MR. KUCHARSKI: Sorry, I'm going to hold for a second.
9 There's a blower going outside my window. That should change
10 fairly quickly.

11 MR. TEACHOUT: I'm sorry, I couldn't hear you.

12 CWO [REDACTED] He's got background noise going on.

13 BY MR. KUCHARSKI:

14 Q. Okay. I think we're good to go now. Does the company -- so
15 -- have a hard requirement as to how long someone needs to monitor
16 a hot work area after the hot work has ceased?

17 A. Yes.

18 Q. Okay. And does that change from different yard -- if it's
19 Old Yard or Tacoma yard?

20 A. There -- depends on what the Fire Marshal in Seattle and/or
21 the Fire Marshal in Tacoma has. Our policy is 30 minutes. In the
22 case of the Aleutian Falcon, they were there for an hour after the
23 initial -- or after they were done welding.

24 Q. And how can you tell if any slag has lodged itself into
25 combustible material?

1 A. Well, obviously, we didn't do a very good job in this one.

2 Q. Well, I don't --

3 A. I --

4 Q. I'm not trying to hang you out, or -- you know, I --

5 A. Other than completely gutting the place before you do any
6 work, I don't know if you can. That's why we mitigate it with
7 fire cloth and/or removing as much as we can, and/or coating it
8 with Fire and Ice, and/or continuously picking stuff up, moving it
9 around, making sure that nothing happens.

10 If you do see sparks flying down, you obviously -- we
11 train them that you need to move stuff around and look. And
12 they're all instructed that if there's too much coming down, stop
13 what's going on, add more fire blankets, mitigate the area a
14 little bit better so we don't have a potential for a fire.

15 Q. Okay. And -- which sort of brings me along to -- has Trident
16 ever used any infrared technology or anything similar to that, to
17 check for hotspots?

18 A. Only when we flew the drone for that fire, no. Nope. I
19 don't -- I'm not sure even, unless you have super, super, super
20 sophisticated equipment, that you would have found a piece of hot
21 slag where this piece of hot slag was, with common technology off
22 the shelf. I know my infrared system that I use would not find
23 it. It's not that sensitive.

24 Q. Okay. Okay. And along with the combustible materials, you
25 mentioned that you tried to mitigate. Do you remove the

1 combustibles if they can be removed?

2 A. Yes.

3 Q. Okay. And is -- if you can't remove it, is there a certain
4 distance that -- I mean, if there's a combustible area, is there a
5 certain distance that you perform a hot work, that has to, you
6 know -- that you cannot get closer than a certain distance -- if
7 there are combustible material --

8 A. Typically -- typically around foam, yes, we -- around foam,
9 we use -- the Marine Chemists will tell us the distance that we
10 need to be able to -- or we have to clear the foam out of, and/or
11 whether we can or can't be a certain distance that we need to be,
12 because we can't get the foam out of there, or what we need to do
13 to mitigate it. That's typically all written on the original
14 Marine Chemist cert before we start hot work.

15 Q. You've mentioned that the chemists, the Marine Chemist cert -
16 - was there a Marine Chemist cert for this vessel for that
17 particular day?

18 A. Yes.

19 MR. KUCHARSKI: Oh, okay. Okay. Do we have a copy of that,
20 Steve?

21 CWO [REDACTED] Let me take a look here.

22 BY MR. KUCHARSKI:

23 Q. No, that's okay. If -- I didn't see it. I didn't see one.
24 Mr. Teachout, could we get a copy of that cert?

25 A. So the original Marine Chemist cert from the boat would tell

1 us what we need to do for the particular area. For that day,
2 there was probably just the SCP's daily inspection log. That
3 would not be -- we don't have the chemists come down for every
4 particular evolution, unless it's either going into a fuel tank or
5 confined space, or we'll play it around foam.

6 Q. Okay. So the -- and that comes a little bit further down, is
7 -- so there's -- you say, the Marine Chemist certificate. So if
8 you're going to do any work around the foam, that'll spell out
9 what has to be done, and then the --

10 A. Yeah.

11 Q. -- shipyard confident -- competent person then checks it each
12 day? Is that a fair --

13 A. Yes.

14 Q. -- assessment?

15 A. Validates the ship, yes.

16 Q. Okay. And -- okay. So would we be able to see both of
17 those?

18 A. That was all provided to ATF and the Coast Guard. That --
19 I've written it down, though. I'll find it.

20 Q. Okay. No, I'll check with [REDACTED] I don't think I have the -
21 - I don't think I've seen a hot work permit, so -- or a Marine
22 Chemist permit. So the -- for the personnel -- well, let me back
23 up just a sec. I have -- onto some of the documentation. Is
24 grinding considered hot work?

25 A. Creates a spark.

1 Q. Okay, so is that a yes?

2 A. Yes.

3 Q. Okay. Okay. And -- so back to the actual accident date. I
4 remember going through the interviews that some people were
5 Trident employees and some were -- actually, I think you had two
6 different outside agencies that provided employees. Was that
7 fairly normal?

8 A. It depends -- well -- yes. And I'll just leave it at that,
9 because it varies from agency to agency, how many people they can
10 provide.

11 Q. Okay. But it's typical for Trident to -- on each job that
12 they perform, to draw on outside labor source or sources. Is
13 that --

14 A. Yes, because we just don't -- we don't have enough work to
15 keep them employed 365 days of the year. So we rely heavily on
16 temp services that provide the particular services that we're
17 asking for.

18 Q. Okay. Okay. And do all the employees, when they come off a
19 boat like the -- when they came off the Aleutian Falcon, do they
20 all have to punch a time card or a time clock or something like
21 that?

22 A. Yes.

23 Q. Okay. Do you have records of those?

24 A. I don't, but I can get them.

25 Q. All right. If you would, that'll put all the pieces

1 together. And how far is it -- how far a walk is it from the
2 Aleutian Falcon to where they actually punch out or sign out?

3 A. The Aleutian Falcon was two thirds of the way down the main
4 dock, so 300 yards.

5 Q. Okay. And you had mentioned about the training. If that
6 person comes from an outside agency that you use, training
7 specifically for the fire watches, they go through some kind of a
8 training that that company that employs them directly makes sure -
9 - that company makes sure that they go through this fire watch
10 training?

11 A. Sometimes. Sometimes they have particular training prior to
12 coming to us, sometimes they don't. Like I said, we typically
13 send them through our training class all the time, because it's
14 specific to us, our own requirements, and our own vessels.

15 Q. Do you recollect if all the fire watches had your training on
16 the date of the accident?

17 A. Yes.

18 Q. Okay. Okay, so it's sort of a moot point, then.

19 A. That was in a sheet that was sent -- with our Maintenance and
20 Repair fire watch training, where everybody that was involved or
21 had that training.

22 Q. Okay. Yeah --

23 MR. TEACHOUT: I can't hear a word you're saying, Steve.

24 MR. KUCHARSKI: I'm sorry?

25 CWO [REDACTED] It's because I'm muted. The "Yard Orientation

1 and Fire Watch Sign-In Sheet," is that it?

2 MR. TEACHOUT: Yeah. So that would have been everybody that
3 had that particular training.

4 CWO [REDACTED] And you have a copy of that -- NTSB has a copy
5 of that.

6 MR. KUCHARSKI: Okay. Okay, I --

7 MR. TEACHOUT: We -- I'm trying to find the original hot work
8 permit.

9 CWO [REDACTED] Still, the hot work -- Marty, the hot work
10 permits that we have, or that you gave to us and the ATF, were
11 after the accident. I think it was for us to try and get into the
12 boat.

13 MR. TEACHOUT: Okay. Okay, I'll find the original for the
14 boat.

15 CWO [REDACTED] Okay.

16 MR. TEACHOUT: I think -- so there may be a snafu on that
17 one, the original might have been actually on the boat and burnt.
18 That doesn't mean we can't get a copy from -- but it'd be a copy,
19 not the original one from Sound Testing.

20 CWO [REDACTED] Okay.

21 BY MR. KUCHARSKI:

22 Q. Okay. I'm going to pull up a document, because this is the
23 one I think we're talking about, which is called up here, "Yard
24 Orientation, Fire Watch." But how would I look at this and know
25 that that person was trained by Trident and specifically, the fire

1 watches? How would I know by looking at that?

2 A. Their name, Trident Employee, and that's a Trident document
3 with a Trident letterhead. This was -- is maintained by John
4 Hobbs, in his Fire Watch folder. I get what you're saying, it
5 does not say -- I mean, it says "John Hobbs" on it. It doesn't
6 say this is particularly for fire watches, but these are the
7 people that were in that list with -- everyone asked if they were
8 the welders and or the fire watches, so these are those people.

9 Q. Okay, so all these people, if I'm understanding -- I see in
10 small writing over here, if you see my cursor, it says "Fire
11 Watch" there. So part of the "Yard Orientation/Fire Watch." So
12 also the way I understand, reading this, is everyone on this list,
13 had Fire Watch training by Trident. Is that correct?

14 A. Yes, on 11/13/20.

15 Q. Okay. Okay. I see it now. All right. Well, that's why -
16 nothing jumped out and hit me that said, you know, that it was
17 Fire Watch, but now that you explained it, I see it.

18 CWO [REDACTED] I just want to interject real quick, since we
19 have this up here. This includes the Trident employees. Is there
20 -- Fire Watch is given to the day laborers from Tradesman
21 International and from PeopleReady, because there was a few names
22 that are kind of missing from that list. I have, like, Rodney,
23 let's see, Joseph Cornelius, Joseph LaQuette (ph.), Glenn Cole,
24 and David Wetzal, Derek Buffington. They were fire watches as
25 well.

1 MR. TEACHOUT: Hang on one second. Let me get to John's
2 email and I'll send it to you.

3 CWO [REDACTED] Okay. I think this is a complete list of the
4 Trident employees that were onboard.

5 MR. KUCHARSKI: I'm just trying to see if there's any other
6 document. I see the Fire Watch Guide updated, but I think that's
7 the actual guide. Yeah, it doesn't give the actual people.
8 That's okay. You know? We can -- as long as we get that, then we
9 would be able to see what is -- who's being trained by whom.

10 MR. TEACHOUT: All right. Should hit your inbox in about 2
11 seconds.

12 CWO [REDACTED] Okay.

13 MR. KUCHARSKI: Maybe it's got the firewalls. It's amazing
14 how long some of those take.

15 MR. TEACHOUT: So ours are probably almost as diabolical as
16 the Coast Guard. Except ours winds up somewhere in the middle of
17 Spam mail, and then you got to go search for it.

18 MR. KUCHARSKI: Yeah.

19 MR. TEACHOUT: That's got a sheet in there that has labor-
20 ready --

21 CWO [REDACTED] Bolero?

22 MR. TEACHOUT: Bolero --

23 CWO [REDACTED] Yep. Yeah.

24 BY MR. KUCHARSKI:

25 Q. So Mr. Teachout, those that have this other training, do they

1 also go through any of your training?

2 A. I'm sorry, I couldn't -- can you say that again?

3 Q. Yeah. So the casual labor or the outside labor that you use,
4 do they also go, in addition to the training that they've received
5 from wherever, do they also go through your training, specific
6 training that Trident requires?

7 A. Yes. That we provide, yes.

8 Q. Okay. So would you -- those names Mr. [REDACTED] gave you, would
9 you be able to check on those and see they -- if they're not on
10 this list, if they also got Trident training somewhere along the
11 line?

12 A. They're on that list that I just sent to him.

13 Q. Okay.

14 CWO [REDACTED] It still hasn't come in. I'll let you know when
15 it comes in. We can carry on.

16 MR. TEACHOUT: Okay.

17 MR. KUCHARSKI: Okay. Okay.

18 CWO [REDACTED] Oh -- hold on. It just dropped. Here, I'll
19 forward this to you as well, and it might take an hour to get to
20 you.

21 MR. KUCHARSKI: Then we have two governments fighting with
22 us.

23 MR. TEACHOUT: He is on the wrong side of the country.

24 MR. KUCHARSKI: The --

25 CWO [REDACTED] Okay, printing it right now.

1 BY MR. KUCHARSKI:

2 Q. Okay, great. Great. And is there any -- the trainers, are
3 they ever audited?

4 A. The trainers?

5 Q. Yeah.

6 A. I'm not following that.

7 Q. Well, the ones that train them in any of this, the shipyard
8 or fire practice or anything like that, are they audited in any
9 way? Does somebody sit in on their classes or anything like that?

10 A. Not every time, but when -- every now and then, I'll walk in
11 or Katie Nifong (ph.) will walk in, and we'll sit down and we'll
12 watch the training, and we'll listen to it.

13 Q. Okay.

14 A. The -- so the -- our fire watch training is constantly
15 evolving and changing as stuff changes out there, i.e., updates on
16 how to use specific things. So we -- we'll constantly change what
17 we do or how we do it, based on stuff that we get or we evolve
18 forward. Sometimes what our Marine Chemists come up with us, or
19 how we should be fighting particular fires.

20 Q. Okay. Okay. So back to a few more specific questions. As I
21 was looking over, and I'll pull this document up, the hot work
22 policy, it's called "Appendix A, Hot Work Policy, Updated." Do
23 you see that?

24 A. Yep.

25 Q. Okay. And so I'll go up to the top of the form here, so we

1 can -- and this is called "Trident Seafoods, Appendix A,
2 Maintenance and Repair, Hot Work Policy." Okay? Is the dock
3 where the Aleutian Falcon was tied up considered a dock -- a side
4 maintenance facility?

5 A. Tacoma is a shipyard maintenance facility, defined by OSHA.

6 Q. Okay, so I guess specifically what I'm looking at is where it
7 talks about -- sorry, to get your -- the -- Section A, where it
8 talks about an annual permit. Okay? Is -- does that facility
9 have some sort of an annual permit?

10 A. Yes.

11 Q. It does? Okay. And the annual permit, I saw the wording
12 "Maintenance Facility, shore-side, a dockside maintenance
13 facility." So, "permitting dockside maintenance facilities must
14 be approved and have a current hot work permit issued by the
15 governing fire department. It may be temporary or annual." Do
16 you see that wording?

17 A. Yeah.

18 Q. Okay, so -- so that's why I just want to make sure the
19 terminology is right. So the Tacoma facility where the Aleutian
20 Falcon was tied up to, is considered a dockside maintenance
21 facility?

22 A. Yes.

23 Q. You know, for the purposes here --

24 A. Like I said, defined by OSHA. It's a shipyard, it's because
25 there's shipyards and then there's Yard Maintenance facilities,

1 and the government -- what they can inspect you on is completely
2 different, based on what you're actually called, so -- that's just
3 me being technical about it.

4 Q. No, that's -- that's okay. I just want to make sure that the
5 technical terms that -- you know, when I ask you questions about
6 it, if it's not considered a dockside maintenance facility when
7 you say it's a shipyard, I understand what you're getting at. But
8 I'm just looking at the hot work policy here, if that makes sense.
9 Can you hear me?

10 A. Yep.

11 Q Oh, okay. Okay. So it does have an annual permit. But that
12 wasn't the -- that comes from the fire department, does it?

13 A. Yes.

14 Q. Okay. Okay. And if we can have a look at that, I'd
15 appreciate that, too.

16 A. Yep.

17 Q. So there was a daily hot work permit for the vessel, for
18 performing the hot work on the vessel, and that came from the
19 Competent Person, is that correct? Shore-side comp --

20 A. Yes.

21 Q. Okay. Shipyard -- the SCP?

22 A. Yep.

23 Q. Okay. And so the SCP, the Shipyard Competent Person, do they
24 physically go on there and look at each hot work area?

25 A. Yes.

1 Q. Okay. Okay. And you said you have a copy of that, that we
2 can -- that we could look at? I'd appreciate that. And further
3 down, it talks about the safe conditions -- safe conditions were
4 set by the Marine Chemists. Okay? Is -- were there any safe
5 conditions that -- for that hot work, especially something
6 different that was set by the Marine Chemists? It's right --

7 A. I don't have that particular one. I can't find it right now.
8 I will -- I'm sure there was, because there was foam in that area.
9 So there was probably a requirement to remove foam a certain
10 distance and/or cover it with Fire-Ice and/or some other material.

11 Q. Okay. Okay. Yeah, I'm not trying to be -- I'm trying to
12 understand this. I know it sounds picky, but SCP must contain -
13 maintain safety conditions as set by the Marine Chemists. So you
14 had mentioned that the Marine Chemist doesn't go aboard each day.
15 So -- and I think you had mentioned that the Marine Chemist has,
16 you know, the overall plan, if you will, safety plan, for
17 performing the hot work. But then the SCP goes aboard on a daily
18 basis.

19 So that's what I'm trying to see where these fit. I'm
20 familiar with Marine Chemists, used them all my life. I was on
21 tankers for years, so a little bit different from shipyard, but
22 you got a Chemist Certificate all the time, so -- but we did hot
23 work outside of that obviously, when we were out at sea, the
24 Marine Chemists didn't come with us.

25 So I was trained to do the checking. So I guess the SCP

1 is sort of similar to that, but I'm trying to see where it fits
2 in. I didn't have a Marine Chemist that said, "When you're doing
3 hot work at sea, this is what you're going to do."

4 So I see you have a different layer here. So I guess we
5 then need to see the SCP's report, and then that would put it all
6 into perspective. So the work site, all the work sites onboard
7 were physically inspected by the SCP on that day?

8 A. Yes.

9 Q. Okay. Okay. And I've seen in this same hot work, where it
10 talks about foam. In areas, it talks about polyurethane foam.
11 Was that the foam that we're talking about? Is that the very same
12 onboard the Aleutian Falcon?

13 A. Yep.

14 Q. Okay. Okay. So would I see that in a different -- and I
15 noticed in different areas, and maybe -- I'll get to that in a
16 second, where it parses out, you know, what needs to be done in
17 Old Yard, which you mentioned is in Ballard, and then in Tacoma.
18 So -- and what is No-Char?

19 A. That's -- it's kind of like a paste, almost like a jelly
20 paste. It's similar to Fire-Ice. You can coat it on foam, and
21 basically what it does is it insulates the -- if you have to get
22 real close to it and there's a direct flame or fire that would
23 touch the foam, it basically just chars. It won't ignite the
24 foam.

25 Q. Okay. And how is that different from Fire and Ice? I know

1 you said it's sort of like that, so here's the actual -- there, it
2 talks about Tacoma, which we know now was in -- the vessel was in
3 Tacoma. I mean, I know it is in Tacoma, it's in the Hylebos
4 waterway there. But, you know, when I'm looking at your policy --
5 so the vessel was there at the Tacoma facility, and No-Char
6 painted on the exposed edges of the cut foam. Is -- so you said
7 it's something that's applied to the edge of the foam then, I
8 imagine?

9 A. Yep. It's applied to the edge of the foam and up around the
10 surrounding area where foam is still present. We also -- because
11 you can't get all the foam out of it, you just kind of slather it
12 all around, where you're not going to either be cutting or
13 welding, in those particular areas. Where it is similar to Fire
14 and Ice, Fire and Ice tends to -- it's more of a liquid-type
15 spray, versus a gel. Fire-Ice does make a gel. Sorry;
16 application.

17 Q. Hello?

18 A. Yes, I can hear you.

19 Q. Okay. It seems there was some kind of a "bong" or whatever
20 and then you go muted. So if you wouldn't mind repeating, you
21 said it's --

22 A. No, it's just me stopping talking.

23 Q. I'm sorry?

24 A. That's just me not talking anymore.

25 Q. Okay. Then, so -- I didn't hear everything. You mentioned

1 that the No-Char is a gel, and you were starting to compare it to
2 Fire and Ice.

3 A. So Fire-Char is a gel. It's a -- it's basically a fire-
4 retardant material. It will break the triangle for a fire,
5 whether you're using sparks, direct flame, or slag, coming from
6 cutting. Fire and Ice is typically a spray-on application, and it
7 does the same thing. It's just easier to spray it on a larger
8 area, using the Fire and Ice, than it is to spray -- or lather up
9 the Char.

10 Q. Okay. And is it only the No-Char painted on the explodes --
11 edges of the cut foam -- is that the only place that No-Char is
12 used? On the edges of the foam?

13 A. On the foam, yes.

14 Q. Okay. Okay. Maybe that's why -- I didn't see it in any of
15 the interviews where they talked about No-Char. They talked about
16 Fire and Ice, I saw in many places. So would they not have
17 applied any of the No-Char then, in the areas where they were
18 working?

19 A. Probably not, because we're -- we move pretty much
20 exclusively into the Fire and Ice.

21 Q. Okay. Okay. And the last question I had, the -- it says in
22 here, further down, if you see my cursor, it says -- and I'll
23 highlight it, make it a little bit easier, where it talks about a
24 fire watch. This is in Old Yard, "must remain at least one hour
25 past completion or interruption of the hot work." I -- do you see

1 that, Mr. Teachout?

2 A. Yep.

3 Q. Yeah. I didn't see it in the Tacoma area. Do they not have
4 a regulation? Does the -- is this -- first off, is this a
5 regulation from the Fire Marshal, or the -- I see S, down -- SFD,
6 that -- I imagine that's Seattle Fire Department? Is that what --

7 A. That's Seattle Fire Department --

8 Q. Yeah.

9 A. -- requirements, one hour.

10 Q. Right. And I didn't see any collateral administrative rule
11 for Tacoma. Is there one?

12 A. Like I said, 30 minutes in this case, when we were working in
13 that area, it was one hour.

14 Q. Okay. So -- but the 30 minutes, which you said, is -- that's
15 a company policy, or is that a Tacoma policy? That's my narrow
16 question.

17 A. That -- well, it's a culmination of a couple things. It's --
18 you typically assigned by the Marine Chemist for a particular area
19 where they're working. They'll dictate how long you want the
20 person to stay. Our standing policy is 30 minutes. You will
21 always stay 30 minutes after hot work. That's both for lunch, and
22 when you leave that afternoon.

23 Q. Okay. Let me try to ask it a different way. Are you aware
24 of any administrative policy, like, similar to SFD that Tacoma
25 has, which says --

1 A. No.

2 Q. -- certain time?

3 A. No.

4 Q. Okay. Yeah, I thought that was a little bit odd.

5 MR. KUCHARSKI: Mr. [REDACTED] do you have any follow-up
6 questions?

7 CWO [REDACTED] No, I don't.

8 BY MR. KUCHARSKI:

9 Q. Okay. Okay. Well, Mr. Teachout, thank you so much. You've
10 been very helpful, very helpful. Is there anything you'd like to
11 add? Any thoughts that you have?

12 A. No. I just want to make sure I have the list of deliverables
13 that you want. So if you're ready, I'll just ask you to make sure
14 that I have everything that you've asked for.

15 Q. Sure.

16 A. So you want our physical safety audit that we did as a Safety
17 Department for the Aleutian Falcon, for that particular period of
18 time?

19 Q. Yes.

20 A. You want to know, did the alarm actually sound and did anyone
21 hear it?

22 Q. Yes.

23 A. The original Chem Cert for that day, from the -- for that
24 period of work that was issued by the Marine Chemist?

25 Q. Please. Yes, please.

1 A. You want the time plot cards for that day, for all personnel
2 that were working on the op?

3 Q. Yes. I think there were nine, maybe?

4 A. Okay.

5 Q. And nine, twelve, I don't think they were --

6 A. Okay. Annual Fire Permit? By the Tacoma Fire Department?

7 Q. Yes.

8 A. And the SCP permits for that day, which I believe the permits
9 were at -- what we used to do is we posted them on the particular
10 areas where they were doing the work. So whoever went in there,
11 Fire Watch, me, or the Port Engineer, they'd see what was going on
12 and what was required for that area.

13 And unfortunately, it all burned up. I can send you
14 examples if I can't find the originals or a copy. I know I can't
15 find the originals. But I will work on that. But at that one,
16 I'm not sure I can deliver.

17 Q. Okay. So then -- it's like, I know the old Marine Chemist
18 certificates were in my triplicate.

19 A. Right.

20 Q. You know, the original one on there, and then they usually --
21 and I had to sign it, too. And then when I was Chief Mate and
22 then went into my office and then they kept one, but I guess it's
23 not a triplicate form then, that you have similar to that?

24 A. Was that all you needed?

25 MR. KUCHARSKI: Yeah.

1 CWO [REDACTED] I got one thing, Marty. I was looking over the
2 sheet that you sent us just now, but for the Yard Orientation of
3 Fire Watch. And it's just another copy of the exact sheet they
4 sent before. I don't know if that was just a slip of the mouse?

5 MR. TEACHOUT: No, it -- hang on -- wait a minute. Because
6 that's not what I -- that's not what I thought I -- thought I
7 thought I sent you. Let me make sure I sent you what I thought I
8 was sending you. Because I'm staring at what I actually thought I
9 -- I liked it back in my Coast Guard days, where all we had was
10 No. 2 lead pencils with an eraser.

11 CWO [REDACTED] And when brown sheets used to be brown, and done
12 on a typewriter.

13 MR. TEACHOUT: I know. I'm -- and we used to have the green
14 machine, not Microsoft --

15 CWO [REDACTED] And only the yeomans (ph.) had them. I remember
16 I was on the ship, and it was like the yeoman guarded his Apple II
17 or whatever it is that he was working on.

18 MR. TEACHOUT: Yes. So if you scroll down within that
19 attachment, there is --

20 CWO [REDACTED] Oh. Yes. That's my mistake. Yes, I just --

21 MR. TEACHOUT: That's all right.

22 CWO [REDACTED] -- pulled up the very first page and said, "This
23 is the same thing." Okay.

24 MR. TEACHOUT: It is. It is the very same page. But if you
25 scroll down --

1 CWO [REDACTED] I see.

2 MR. TEACHOUT: I thought I was losing it, because I'm like,
3 no, no --

4 CWO [REDACTED] So we did get the original one, then, in the
5 first place, and I just didn't scroll on the thing. Okay.

6 MR. TEACHOUT: So the next page has two people from Bolero
7 and PeopleReady --

8 MR. KUCHARSKI: Oh, okay. Okay.

9 MR. TEACHOUT: And then there's a couple more, Bolero,
10 PeopleReady --

11 CWO [REDACTED] Yeah.

12 MR. TEACHOUT: I think everybody you were looking for -- so
13 there's four ticks on there.

14 CWO [REDACTED] Yeah, I think, so -- it doesn't, I guess, the
15 last, or the -- not -- it looks like the second to last doesn't
16 have any dates on it. But then the -- or I guess, the third to
17 last doesn't have dates.

18 MR. TEACHOUT: It doesn't.

19 CWO [REDACTED] But it does have -- then the second to last has
20 times, but no, it says, "Start time, 8:15," "End time, 9 o'clock."
21 So we know it took 45 minutes. We just don't know when it
22 happened. And then the last page has the date on it. So --

23 MR. TEACHOUT: Yeah.

24 CWO [REDACTED] I don't know if there's any way of getting those
25 dates, or -- but that was my bad. I didn't even scroll down on

1 that thing, so --

2 MR. TEACHOUT: No, that's okay. I just wanted to make sure I
3 wasn't losing my collective cookies on that one. I'll go -- I'll
4 circle back with John Hobbs and see if he's put it in the computer
5 when he did it --

6 CWO [REDACTED] Okay.

7 MR. TEACHOUT: -- and then I can -- I can validate those
8 dates for you.

9 CWO [REDACTED] Okay.

10 MR. KUCHARSKI: And I was just going to -- one last thing.
11 If you wanted to share any of those changes that you've made, to
12 your fire watches or systems or whatever it is, I'll include that
13 in the report. So -- if you want to share those with us.

14 MR. TEACHOUT: I can send you what we're going to do when the
15 installed systems that we're going to do to help tell us. I mean,
16 it's kind of like leading a horse to a trough. You can't get him
17 to drink sometimes.

18 And trying to get the fishing industry to change
19 sometimes is a Herculean task, to say the least. But they try,
20 and we all try. And Trident is one of the safest companies I've
21 ever worked for, barring the Coast Guard. That's not to say that
22 we didn't do stupid things in the Coast Guard.

23 CWO [REDACTED] Well, that's how all the rules get made, right?
24 They're all written in blood.

25 MR. TEACHOUT: They are. I'm not arguing that one with you

1 one bit. We do learn. We are creatures of habit and do learn
2 from our mistakes, and hopefully we have all learned a valuable
3 lesson on this one.

4 MR. KUCHARSKI: Understood. Well, again, thank you. It's
5 been very helpful --

6 CWO [REDACTED] Thank you.

7 MR. KUCHARSKI: -- the time you spent with us. Thank you
8 very much. And any of those -- like I said, any of those plans,
9 you know, any changes that you plan on making, that'd be great.

10 MR. TEACHOUT: Okay.

11 MR. KUCHARSKI: Well --

12 MR. TEACHOUT: All right. Thank you both for your time.

13 CWO [REDACTED] Thank you.

14 MR. TEACHOUT: Appreciate it --

15 MR. KUCHARSKI: Yep.

16 MR. TEACHOUT: -- and have a great rest of your day.

17 MR. KUCHARSKI: Thank you, sir.

18 CWO [REDACTED] You, too.

19 MR. KUCHARSKI: You, too.

20 MR. TEACHOUT: All right.

21 MR. KUCHARSKI: You, too. Bye now.

22 MR. TEACHOUT: Bye now.

23 CWO [REDACTED] Bye.

24 MR. KUCHARSKI: And the interview, the time is 4:10 -- well,
25 actually, that would be 2:10 -- nope. Sorry -- 1:10, Pacific

1 Daylight Time, and it's 4:10, Eastern Daylight Time. That's the
2 end of the recording.

3 (Whereupon, the interview was concluded.)
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NATIONAL TRANSPORTATION SAFETY BOARD


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

ACCIDENT NO.: DCA21FM016

PLACE: Seattle, Washington

DATE: June 22, 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.



Milton Ordakowski III
Transcriber