

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: JOSEPH TRETTEVIK, Marine Chemist
Sound Testing, Inc.

Via Microsoft Teams

Thursday,
October 21, 2021

APPEARANCES:

MICHAEL KUCHARSKI, Marine Accident Investigator
National Transportation Safety Board

DEREK JOHNSTON, Human Performance Investigator
National Transportation Safety Board

CWO [REDACTED] [REDACTED] Investigator
US Coast Guard

GREG MILLER, Attorney
(On behalf of Sound Testing and Mr. Trettevik)

I N D E X

ITEM

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Interview of Joseph Trettevik:

By Mr. Kucharski

6

I N T E R V I E W

(3:14 p.m. EDT)

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3 MR. KUCHARSKI: Today is the 21st of October and it's 2021,
4 and the time is, Eastern Daylight Time, about 1514, so that's
5 about 3:14. And we're about 3 hours ahead of you, so it's about
6 12:14 Pacific Daylight Time, is that correct, there? Yeah.

7 CWO [REDACTED] That's correct.

8 MR. KUCHARSKI: Yep. And this interview is being conducted
9 for the fire aboard the *Aleutian Falcon*, and we're here today to
10 interview -- it's Joseph Trettevik; is that correct?

11 MR. TRETTEVIK: Yeah. That's correct.

12 MR. KUCHARSKI: That's correct. Okay. And Mr. Trettevik,
13 first off, I explained to you earlier that what the NTSB and the
14 Coast Guard does as far as investigations or our cooperation
15 together here to jointly investigate, and I mentioned to you that
16 I like to record. Do you have any problem with us recording?

17 MR. TRETTEVIK: No. That's fine.

18 MR. KUCHARSKI: Okay. And you are at the offices of the
19 Coast Guard there at Sector Puget Sound, is that correct, right
20 now?

21 MR. TRETTEVIK: Yes.

22 MR. KUCHARSKI: Okay. Great.

23 So I'd like to start by identifying everyone who is -- first
24 yourself, and would you spell your name, full spelling of your
25 name, please?

1 MR. TRETTEVIK: Yeah. My name is Joseph Trettevik. First
2 name is spelled J-o-s-e-p-h, and my last name is spelled
3 T-r-e-t-t-e-v as in Victor-i-k.

4 MR. KUCHARSKI: Great. Thank you.

5 And, Mr. [REDACTED] would you also please spell for us for the
6 court reporter?

7 CWO [REDACTED] Yeah. This is Chief Warrant Officer [REDACTED] [REDACTED]
8 and my -- it's spelled [REDACTED]; last name is [REDACTED], as in
9 [REDACTED].

10 MR. KUCHARSKI: Okay. Thank you.

11 And counsel -- counselor, please?

12 MR. MILLER: Yes. My name is Greg Miller, G-r-e-g,
13 M-i-l-l-e-r.

14 MR. KUCHARSKI: And could you explain your role again for the
15 court reporter, Mr. Miller?

16 MR. MILLER: I am just counsel for Sound Testing and for
17 Mr. Trettevik.

18 MR. KUCHARSKI: Okay. Great. Thank you.

19 And on the other -- on the Teams call from the NTSB? Derek,
20 could you identify yourself?

21 MR. JOHNSTON: Yes. Derek Johnston, human performance
22 investigator, NTSB. D-e-r-e-k, last name J-o-h-n-s-t-o-n.

23 MR. KUCHARSKI: Okay. Great.

24 And again, this is Mike -- full name Michael Kucharski,
25 K-u-c-h-a-r-s-k-i.

1 INTERVIEW OF JOSEPH TRETTEVIK

2 BY MR. KUCHARSKI:

3 Q. Okay. So Mr. Trettevik, tell us a little bit about yourself,
4 you know, your schooling in general and any classes you've taken
5 or education related to the maritime industry that relate to your
6 present position.

7 A. Yeah. So I graduated from Brigham Young University with a
8 degree in geography. And after college, I did some odd jobs. I
9 ended up working as a shipyard competent person at Vigor Shipyard,
10 and later took some chemistry courses that were required as part
11 of the training to become a marine chemist. And I did my on-the-
12 job chemist training with Sound Testing and was later certified to
13 be a marine chemist in 2014 by the -- sorry -- by the NFPA. NFPA
14 does our certification program.

15 Q. And I think I know what NFPA is, but would you --

16 A. Yeah, National Fire Protection Agency.

17 Q. Okay. Great. Yeah, I may ask you for some of these because
18 the court reporter -- it's very difficult when they hear
19 abbreviations, and you'll save me a lot of leg work going back and
20 forth.

21 Okay. And do you hold any Coast Guard license?

22 A. No. Yeah, our certification is through NFPA, so it's not
23 exactly a Coast Guard certification.

24 Q. Okay. And is the certification by the NFPA, is that -- is it
25 as a marine chemist?

1 A. Yes. Yeah, the license is -- yeah, I'm certified as a -- I
2 think the actual title on the cert says NFPA certified marine
3 chemist.

4 Q. Okay. So would it be fair to say that the standards that you
5 abide by when you perform a survey are by the NFPA standards?

6 A. Yes.

7 Q. Okay. And are there other, any other regulations that you
8 follow when you perform a survey, like a particular fire
9 department or county or any other regulations that you would --

10 A. We also -- depending on the type of job that we're doing,
11 sometimes the OSHA 1915 regulation comes into play as we work in
12 maritime industry.

13 Q. OSHA, the Occupational Safety and Health Administration,
14 OSHA? Yes?

15 A. Yes. Yeah, the 29 CFR 1915.

16 Q. You're going to save me a lot of work here because that's one
17 of my questions further down, and I actually have 1915 that we may
18 look at, but -- and it's sort of neat, too, because I do have a
19 question about SCPs and interface.

20 A. Okay.

21 Q. So you, as a shipyard competent person, you have that
22 background, which is great. It'll make it a lot easier for me.

23 How about organizations? Do you belong to any organizations
24 relative to your work?

25 A. Yes. I'm a member of the Marine Chemist Association.

1 Q. Okay. And your employer -- is your employer actually Sound
2 Testing or are you an independent contractor? How does that work?

3 A. Yeah. No, my employer -- I'm a salaried employee of Sound
4 Testing, Incorporated.

5 Q. Okay. Okay. Great. And at your current position -- so I
6 think you said you were certified in 2013 by the NFPA. When did
7 you actually, as a marine chemist on your own, when did you
8 actually start working as a marine chemist?

9 A. It was 2014. So July of 2014.

10 Q. Okay. And in general description, could you tell us what
11 your day-to-day job entails?

12 A. Yeah. So like a big picture of what I do as a marine chemist
13 is I help ship repairers or shipyards conduct, you know, any kind
14 of repair or alteration to vessels in a safe way. So the way that
15 looks in a day-to-day process or, you know, in a day in the life
16 of a chemist, I guess you could say, we're called out to jobsites
17 or shipyards. I show up and I meet with a representative from the
18 shipyard. You know, it could be a steel man or, you know, the
19 steel lead or the project lead. But they'll take me around and
20 show me the hot work they want to conduct, and explain the types
21 of hot work or tools that they're going to use to complete that
22 work, and they will show me the spaces that are going to be
23 involved in the work.

24 And after I've done like a visual inspection and I test the
25 atmosphere in those spaces, I essentially make a judgment of

1 whether or not what they show me and the process they're going to
2 conduct is safe. And sometimes the answer to that is no and I
3 have to tell them no, or I have to work with them to come up with
4 an alternative plan that will still get the work done but in a
5 safe way. So it's basically a collaboration to help them do it
6 safely.

7 Q. Okay. Are all your surveys associated with hot work or do
8 you also do just safe-for-entry type surveys?

9 A. Yes. We also -- I also do safe for entry as well.

10 Q. Okay. Sorry. My other background before I went on container
11 RORO ships, I was on tankers for years. So, you know, I used
12 to --

13 A. Okay. Yeah.

14 Q. -- interface with marine chemists quite a bit. So I know --
15 but we'll look at the certificate from -- that you issued from
16 back -- for the *Falcon*, for the *Aleutian Falcon*. But I just
17 wanted to, you know, understand are there different types of
18 certificates that you issue?

19 A. Yes. So the -- obviously the certificate that we use, it's
20 the same format, but the types of designations that we give to
21 spaces can vary depending on the condition of the space and what
22 the planned work is. So like in your example, sometimes the
23 planned work is just to enter the space. So if a space is safe
24 for entry with no restrictions, then I can certify it as
25 atmosphere safe for workers, for example. But the designation of

1 a space is dependent on the condition of the space and the work.

2 Q. And when you go through these inspections, besides -- you
3 test with a multigas meter, do you?

4 A. Yes.

5 Q. Okay. And do you also -- what else do you look at besides,
6 you know, testing the space for gases or for flammable gases,
7 oxygen, things like that? What else do you look when you do a
8 survey for hot work, let's say?

9 A. Right. So mainly we're -- we're mainly looking for, you
10 know, flammable -- like I said, combustible gases and there are
11 flammable gases, but also combustible and flammable liquid, soft
12 and greasy coatings, any sign or byproduct of oil of any kind
13 we're looking for typically. So -- and then we're also looking
14 for -- you know, depending on the work, we want to make sure that
15 the work can done safely. So even if we get fresh air, we want to
16 visually inspect the space to make sure the work they're doing can
17 be done safely.

18 Q. Okay. So you would visually inspect that space, both above,
19 below, all around it? Would that be a fair statement?

20 A. Yeah.

21 Q. Okay. And who -- you mentioned shipyards and ship repairers.
22 Is that the only things or entities that contact you? How about
23 vessel owners? Will vessel owners contact you also?

24 A. Yes. Yeah, vessel owners can contact us. Yeah, it kind of
25 varies. I think I think about repairers because that's most often

1 who calls us, is the repairer. But yes, we have been called by a
2 vessel owner and sometimes we're called by the ship agent. So it
3 can vary.

4 Q. Okay. Okay. And I know this is a loaded question because it
5 depends on, I'm sure, the size of the vessel and I guess the scope
6 of the work, but is there an average time that it takes to
7 complete a survey or can you bracket it or give us an idea of
8 different types of surveys, say how long it would take?

9 A. Yeah, that's really hard because it does vary a lot actually.
10 Yeah, I mean it really depends on how many spaces are involved and
11 what kind of work they would want to do. Yeah, it can -- I mean
12 the longest things we do -- yeah, it -- I don't know. Yeah, it's
13 really hard to say, honestly.

14 Q. Okay.

15 A. Yeah.

16 Q. So it depends on the number of spaces where hot work will
17 performed and the type of work that they're doing?

18 A. Right. Yeah.

19 Q. Okay. A marine chemist certificate or let's say specifically
20 the one from the 4th of February, how long is that certificate
21 good for?

22 A. It's good for 24 hours. So basically it's good for 24 hours
23 unless the ship checks it daily. So technically it's good as long
24 as the ship owner continues to -- or whoever requested the
25 certificate, as long as they maintain it daily or more often, if

1 necessary. It's good as long as those conditions don't change
2 that were -- the conditions that I saw when I was there. If the
3 conditions change in any way, then the certificate is no longer
4 valid.

5 Q. Okay. Okay. So if the conditions don't change, then the
6 requester, I think you mentioned it -- so if in this case, if it
7 was the *Falcon*, if Trident maintains those conditions that you
8 required, the certificate would still be current?

9 A. Yes.

10 Q. Okay. Okay. And maybe does that -- do you know if that
11 requires, when you say maintain it, does a shipyard competent
12 person, an SCP, have to visit the vessel on a daily basis or more
13 often, as you said? And I think I know why you said more often.
14 If, you know, ventilation changes or the scope changes or
15 something like that, then that would change things, correct?

16 A. Correct. Yeah, so when I say maintain that means a shipyard
17 competent person has to do an inspection and visually verify the
18 space is all in the same condition and verify that the atmosphere
19 is in the same condition as it was when I was there.

20 Q. Okay. Great. That's great -- thanks for clarifying that.

21 So just out of curiosity, suppose an SCP is not involved, say
22 it's on a ship at anchor or a tanker out in Puget Sound there in
23 Elliott Bay, let's say, then what happens if there's -- is it
24 not -- no SCP involved?

25 A. Yeah. If no SCP is involved, then my certificate is good for

1 24 hours, or less if the conditions change.

2 Q. Okay. Okay. And in general questions, have you surveyed any
3 vessels for Trident before this incident?

4 A. Yes.

5 Q. Okay. And I hate to say where and when because I think I
6 know the answer and you'll probably say a lot of times, but is
7 it -- would you say, would it be fair to say it's over 10 times?

8 A. Oh, definitely.

9 Q. Okay.

10 A. Yeah, I -- it would be hard to guess, but I mean over 6
11 years, 6, 7 years -- I mean, I have probably been to Trident at
12 least, you know, at least once a month for 6 or 7 years. So
13 definitely over 10.

14 Q. Okay. And when you say Trident, is it just the Tacoma
15 facility that you visited?

16 A. And also -- I've also visited the facility at the location in
17 Ballard area, in Seattle.

18 Q. Okay. And besides Trident, are processors and fishing
19 vessels a regular staple -- I hate to say staple -- a regular --
20 are those the normal jobs that you do, surveying processors and
21 fishing vessels?

22 A. Yes. That's -- I would say that's probably the majority of
23 the work in Seattle that I have done has been on fishing vessels
24 of some type. We do lots of work, but I would say that a big
25 chunk of it is -- most of my experience has been on fishing

1 vessels. I think that's fair to say.

2 Q. Okay. Okay. Great. And my last question of these general
3 ones, so you are familiar with the term shipyard competent person
4 or SCP under OSHA 29 CFR 1915?

5 A. Yes. I am familiar.

6 Q. Okay. I told you it was there, so you made my job easy.

7 MR. KUCHARSKI: I'm going to stop there for a minute. And
8 anytime you want to stop, take a break or anything like that, and
9 for Mr. Miller, too, if there's a question that's ambiguous, you
10 don't understand, we can always go off the record and clarify it,
11 if need be. Again, the idea is not to trick or fool or anything
12 like that, we just would like to get it right.

13 So, Mr. [REDACTED] do you have any follow-up questions?

14 CWO [REDACTED] No, sir.

15 MR. KUCHARSKI: Okay. All right. Then --

16 MR. MILLER: While we're on break, maybe I'll just ask, can
17 we get some waters?

18 CWO [REDACTED] I don't have any bottled water.

19 MR. MILLER: Oh, no bottled water?

20 CWO [REDACTED] Yeah.

21 MR. MILLER: Okay.

22 CWO [REDACTED] I don't. I didn't think to bring any. Yeah,
23 sorry.

24 MR. MILLER: Well, if we get dry mouth, that's why.

25 MR. KUCHARSKI: I wish that -- I'll try to refrain from

1 having my drink here because I know Mr. Trettevik has seen me take
2 a drink after a while, because I guess that's -- I'm doing most of
3 the talking anyway, so -- but okay, let's move along and --

4 BY MR. KUCHARSKI:

5 Q. So specifically about the *Aleutian Falcon*, had you ever been
6 aboard the *Aleutian Falcon* prior to the day you surveyed, on
7 February 4th?

8 A. I believe so, yes. I can't say for sure. I want to say yes.

9 Q. Okay. And after the 4th of February, up until the fire, I
10 think -- I forget the exact date; I don't know if it's the 13th
11 or -- I think 17th rings out in my mind -- did you go aboard after
12 the 4th for any reason?

13 A. No.

14 Q. And a burning question, who is Craig Trettevik?

15 A. I'm sorry. Who?

16 Q. Craig.

17 A. Craig?

18 Q. Yeah.

19 A. That's my father. My father.

20 Q. Okay. Okay. Because he -- there was another -- I think you
21 can see my screen there. There was another marine chemist
22 certificate that we saw for that with -- can you see it on the
23 screen there? I'll make it bigger.

24 A. Yeah.

25 Q. Yeah. It says Craig Trettevik. So we're --

1 A. Yep.

2 Q. -- sort of scratching my head saying, who is Craig? Okay.

3 Okay. So --

4 A. Yeah, (indiscernible) last name.

5 Q. Okay. Okay. And so we saw a certificate issued by Craig

6 also. Do you know if there's any other -- was any other -- by

7 Sound, say, any other marine chemist certificate issued after you

8 went aboard?

9 A. Not that I know of, no.

10 Q. Okay. You know, I started thinking about this and saying,

11 okay, well, there was one prior to, and that's the one I've shown

12 you, which was noted as Craig Trettevik, and the date is 22

13 January of '21. And then, you know, we saw the one for the 4th,

14 which has your name on it, and I'll bring that up here momentarily

15 and get it around in a -- there you go. Okay.

16 So right now you're looking at marine chemist certificate

17 serial number A, as in Alpha, 031558, and it says marine chemist

18 name Joseph Trettevik. Do you see that?

19 A. Yes.

20 Q. Okay. Okay. And this, I think if I scroll down far enough,

21 has your signature at the bottom. So does this look familiar to

22 you? You've seen this before?

23 A. Yes.

24 Q. Okay. Great. And so for that particular survey on the 4th

25 of February, who actually contacted you?

1 A. I don't know for sure because our office takes the calls and
2 then dispatches us to the yard. I would have to assume that it
3 was someone from Trident who called us to schedule the work, but I
4 can't say for sure.

5 Q. Okay. Well, then when you came to the vessel, were there
6 Trident personnel with you when you performed your survey?

7 A. Yes.

8 Q. Okay. And who were those Trident people?

9 A. I don't remember exactly. Been a lot of surveys since then.
10 I mean, I can see his face.

11 Q. Okay. How about the port engineer, Jones? Does that ring a
12 bell, Dustin Jones?

13 A. It sounds familiar. It could have been him, yes, but I don't
14 remember exactly.

15 Q. Okay. Do you know if a shipyard competent person was with
16 you?

17 A. I remember there being a second person from Trident with us,
18 but I don't remember if it was their competent person or not.

19 Q. Okay. And so no one identified themselves as an SCP during
20 the time -- during your walkabout, your survey on board the
21 vessel?

22 A. I mean, he could have. I just -- I don't remember,
23 unfortunately.

24 Q. Right. Okay. But so -- but no one identified themselves
25 that you remember as an SCP?

- 1 A. Yeah, not that I remember.
- 2 Q. Okay. And did you review any plans of the vessel at all?
- 3 A. No.
- 4 Q. Okay. So -- okay. How about any firefighting gear? Do you
5 look at any firefighting gear?
- 6 A. When I was there, no. I -- no.
- 7 Q. How about a fire watch? Do you -- I didn't see anything on
8 here talking about -- oh, there it says, post a fire watch with
9 charged water hose. Okay.
- 10 Do you check any of the credentials of the fire watch at all?
- 11 A. Typically no. I mean, I -- no, I don't check the credentials
12 when I'm there. That's typically an employer program, so I leave
13 it to the employer.
- 14 Q. I'm sorry? Typically in a what program?
- 15 A. It's a program that's the responsibility of the employer.
- 16 Q. Employer program. Okay. Okay.
- 17 A. I leave it for them.
- 18 Q. Do you ever look at the employer's program?
- 19 A. No.
- 20 Q. Okay. And on the day you went on the *Falcon*, did you talk to
21 any of the fire watches at all?
- 22 A. No.
- 23 Q. Okay. Is that typically something that you wouldn't -- you
24 wouldn't talk to the fire watches, would that be fair to say?
- 25 A. Yeah, I -- that's not a typical part of my inspection, no.

1 Q. Okay. Okay. And what were you told about the hot work to be
2 performed?

3 A. So I was told that they wanted to remove a section of steel
4 above the walk-in freezer and the dry stores. There was a piece
5 of wasted steel that was about maybe a foot high and 6 feet long,
6 and it made up -- essentially it was a section of steel that was
7 holding up a house that was about 2 feet off the deck on the
8 weather deck above the dry stores and the walk-in freezer. So
9 they wanted to crop it out and insert a new piece.

10 Q. Okay. Okay. And so, as we look at the certificate, okay,
11 and it says walk-in refrigerator -- and I'm not trying to catch
12 you on anything. I just want to make sure --

13 A. Okay.

14 Q. -- we're talking about the same space. So when -- let me
15 pull up -- and that's why I asked you about even the -- if you
16 looked at any plans. So this is a Fire Control and Safety Plan
17 FP -- Fishing Process, or FP -- *Aleutian Falcon*. Do you see that?

18 A. Yes. It's very small, but yes.

19 Q. Okay. Let me -- let's see what I can do about that. I think
20 there's something I can do about that somewhere in here. Let me
21 pull this out of the way. Actually, let me bring it up in a
22 different format and then I am going to blow it up for you.

23 A. Yeah.

24 Q. Sorry for the -- no, didn't bring it up. Ah, here it is.

25 Yes, it is. Okay. Is that a little bit better?

1 A. Yes.

2 Q. Okay. So here we have a shelter deck and then the deck
3 below, the -- I'm sorry, the -- this is actually called the bridge
4 deck, the circled area in red here. And then below it, we see
5 shelter deck down in here, and we see freezer, chill room, and
6 then dry stores here. Is this -- I don't see anything that's
7 called refrigerator, okay, and your certificate says walk-in
8 refrigerator. I just want to make sure -- again, I'm not trying
9 to pull you short on it, but is this the same area we're -- so
10 when we're talking about that, are we talking about that area that
11 on this diagram shows -- or this plan that shows chill room,
12 freezer? Is that --

13 A. Yes. So the area that I inspected, I guess on this map would
14 be called the freezer.

15 Q. Okay.

16 A. Yes.

17 Q. And I actually have -- so what I will do is pull up another.
18 This is part of the DOJ -- the ATF's report of investigation,
19 their ROI. And at the bottom here, see -- you know, they -- this
20 is the plan they used for an interview, and it's the same -- I
21 don't know if you can see it. It's the same basic one I showed
22 you that you just looked at marked up with dry stores and freezer.
23 But further down in here it -- and actually, by the ATF's report,
24 they said that the chill room -- he said they had been -- I'm
25 sorry. The freezer -- there it is. The chill room and freezer

1 had been combined into one room, so -- but I just want to make
2 sure that we're talking about the same one. And here they don't
3 have it marked; see. You know, this is -- this sort of drives me
4 crazy. It doesn't say REFR room or anything like that. They
5 changed the space --

6 A. Right.

7 Q. -- but it's that same general area we're talking about, and I
8 just want to make sure that that earlier diagram that I showed
9 you, which says shelter deck on it and chill room and freezer,
10 that forward end there, is the area we're talking about. Is
11 that --

12 A. That's correct. Yes.

13 Q. Okay. Okay. Because that'll make the questions that -- the
14 further questions that I ask a little bit easier to know that
15 we're talking about the same place that you looked at and then
16 where the fire actually occurred. Okay. So -- or what is
17 believed to have occurred, where it occurred.

18 Okay. So the work here -- we're back now to the marine
19 chemist certificate from February 4th, okay, that you drafted.
20 So -- and again, this main -- this walk-in refrigerator forward,
21 that's the same space we're talking about that I just showed you
22 that borders on a storeroom; is that correct?

23 A. Yes.

24 Q. Okay. So did it make any difference -- and, you know what,
25 you may like to see this. This was from a survey that was made I

1 think in 2017 -- it may have been '14. Does that look somewhat
2 familiar to you?

3 A. Yes.

4 Q. Okay. Because that's what they had, and this is -- ATF also
5 had these photos from the survey. And I can pull up some of
6 these, too. And there was a Nicolson survey, too, that was made
7 of this. So I just want to make sure that we're talking about the
8 same vicinity. So that -- you're looking at photo 1641 image, and
9 that looks familiar as the REFR space that you looked at?

10 A. Yes.

11 Q. Okay. Again, it's not -- if you want to -- I've got 7,000
12 photos. You know, it's -- you know, we can --

13 A. (Indiscernible)

14 Q. Yeah, yeah. Some are after, too. But again, they're very,
15 very helpful photos for us.

16 So back to the certificate, and this is -- to my mind the
17 really critical thing is you say, may grind, weld, and cut with
18 cutoff wheel to the weather deck above the walk-in refrigerator
19 forward; then, without penetrating it. Does that look familiar?

20 A. Yes.

21 Q. Okay. Okay. So did you -- when you made your inspection,
22 okay, did you -- you looked at the storeroom and you were inside.
23 And I do have pictures, older pictures of the storeroom. But
24 the -- you looked at the construction of these spaces, the
25 bulkheads, and what was on the bulkheads, did you?

1 A. Yes.

2 Q. Okay. And were you aware that the forward bulkhead to the
3 combined chill box and freezer, the forward one which adjoined --
4 and let me pull up this plan again. This bulkhead I'm -- when you
5 see I'm moving an arrow up and down, and -- do you want me to make
6 that bigger for you? I can do that.

7 A. I little bit bigger. That'll help.

8 Q. How's that? Is that -- let me see if I can get --

9 A. That's better.

10 Q. Let me see if I can get it centered a little bit bigger.
11 Whoop, go too far. So we're looking back at that fire -- the fire
12 control plan.

13 A. Uh-huh.

14 Q. And I'm running my arrow up and down a black line here and
15 then dropping down below here, okay, onto the shelter deck area
16 where it shows the freezer and chill room and then dry stores
17 forward.

18 A. Yep.

19 Q. Okay? There's like a -- actually a gray line, becomes a gray
20 line there on the shelter deck, that bulkhead. So that bulkhead
21 there, did you know what the construction of it was?

22 A. You mean as far as like what the bulkhead's made out of?

23 Q. Yeah. Yeah.

24 A. No. I guess I -- I mean, I saw steel, so I assumed it was
25 steel.

1 Q. Okay. And how about on the storeroom side, the -- where it
2 backed up to it? Did you know if there was any 2x4 and plywood
3 construction?

4 A. I didn't see any 2x4 or plywood construction on the dry store
5 side.

6 Q. Okay. So you didn't see any 2x4 or plywood construction
7 anywhere while you were down there?

8 A. In the dry stores -- I'm trying to think. I -- it's hard
9 to -- like I don't remember exactly. I mean -- sorry, it's a long
10 time ago.

11 Q. No, that's okay. That's okay.

12 A. Yeah. I don't remember seeing plywood construction in the
13 dry stores.

14 Q. Okay. Okay. And did you take any pictures while you
15 performed your survey?

16 A. No.

17 Q. No. Okay. Okay. So did the REFR area, the refrigerator
18 area that you looked at, did it have a ceiling on it?

19 A. So the ceiling was -- I mean, yes. Like the ceiling looked
20 the same as the picture that you showed me.

21 Q. Oh, it did? Okay. So there wasn't bare steel that you were
22 looking at?

23 A. No.

24 Q. Okay. And was that both in the refrigerated area and also in
25 the storeroom area, the dry stores area?

1 A. No. The dry store, the overhead of the dry store area was
2 bare steel and the overhead of the freezer that I listed as
3 walk-in refrigerator forward, that space had foam in the overhead,
4 insulation.

5 Q. Okay. Okay. And so let's go back to your certificate for a
6 moment. So I see in item number 2 under limitations, item number
7 2, may grind, weld, and cut with cutoff wheel to the weather deck
8 above the walk-in refrigerator forward -- that's in parenthesis,
9 FWD -- without penetrating it. So it was your understanding
10 that -- are you specifically telling them they cannot penetrate
11 that deck going into the REFR box and the storeroom?

12 A. Yes.

13 Q. Okay. Okay. So did they discuss with you -- they're going
14 to insert this deck, so, you know -- I mean, so as you --

15 A. Oh, that was not what they (indiscernible) --

16 Q. I'm sorry?

17 A. Oh, sorry. Sorry. I said that was definitely not what they
18 told me.

19 Q. Oh, they didn't tell you they were going to insert it?

20 A. No.

21 Q. Okay. Okay. Yeah, that's -- I mean, I -- you know, I hate
22 to be the judge and jury here, but I mean I look at it and it's --
23 the marine chemist certificate seems pretty clear except for that
24 maybe terminology, the walk-in refrigerator forward, but -- so
25 your expectation or your limitation was they could grind on that

1 deck above the REFR and above that storeroom but they couldn't
2 penetrate the deck?

3 A. Correct.

4 Q. Okay. Okay. And I see -- so the -- let's look at the
5 picture, if you will, of the vessel. Okay. And I do have a
6 picture somewhere. There we go. So now you're looking at a cover
7 page or a page of a document that says Vincent Marine Services,
8 Marine Survey and Consulting, *Aleutian Falcon*, and the report
9 issued on 29 September 2017. Do you see that?

10 A. Yep.

11 Q. Okay. Great. So I'm guessing now, from looking at this,
12 the -- well, we know the shelter deck's down in here and this --
13 so this is the after area you were talking about, the after part
14 of this, that they were actually -- let me see if I can get
15 another picture -- which you said was part of the house or the
16 cabin; is that the -- let me see --

17 A. Well, I --

18 Q. Tell me.

19 A. Yeah, I -- again, it's been a while, so I don't remember. My
20 memory is that there was -- it was not part of the actual like
21 house that's connected to the bridge. I seem to remember there
22 being a smaller structure that was on that same deck, but again,
23 that's just my memory. I -- it's a little fuzzy at this point.

24 Q. Let me come back to -- I did see it. I may have to blow it
25 up, but they're pretty good -- the clarity on the pictures is

1 pretty good. Let me, let me come back and -- whoops. Sorry about
2 that. I just saw it and I want to blow that up a little bit.

3 I'm scrolling through some pictures now and I think we're
4 going to -- there. Okay. Let me just blow that up a bit.

5 Luckily they must have used high resolution megs, you know, to
6 look at this. So -- all right, let's see if I can pull it over
7 and then you can look at it. And that may refresh your memory a
8 little bit. There we go.

9 So this appears to be a photo from the afterdeck of the
10 *Aleutian Falcon* looking forward. Okay. And the pilothouse is up
11 in here and then here is the --

12 A. Right.

13 Q. Does that look familiar now?

14 A. Yeah, it looks a little bit different than I remember it,
15 but -- yeah, it very likely could be that structure. My memory is
16 mostly of the -- of looking -- I have a distinct memory of looking
17 at the piece of steel that they had, you know, laid out -- like
18 they had drawn out what they wanted to remove. I remember seeing
19 that. My memory of everything around that is a little bit
20 fuzzier.

21 Q. Okay. Okay. Understood. And it probably -- there may not
22 have been all this gear on board there. I'm just -- but this is
23 an open deck we're looking at, okay, and --

24 A. Yes. It looks very similar to what I remember seeing, yes.

25 Q. Do you remember if this looks like some kind of an exhaust

1 coming out of the deck there? Does that look -- was that there?

2 Yeah, not, not good there. Was that in place when you --

3 A. I don't remember seeing an exhaust, no.

4 Q. Okay. Okay. Fair enough. Fair enough.

5 But so it was open deck and there was a bulkhead that they
6 had wasted steel that then bent around, for lack of a better word,
7 to the deck so it was -- sort of formed an L-shape. Would that be
8 a fair assessment?

9 A. Yes. The steel that they wanted to remove was perpendicular
10 to the deck and it was on the weather deck out in the open.

11 Q. Okay. Okay. To the weather deck. Okay. Okay. That's very
12 helpful, very helpful.

13 So you were not aware of any insert to the deck being part of
14 the scope of work that you surveyed for?

15 A. No.

16 Q. Okay. Now we're going to -- hopefully it'll populate. I
17 think it will. And I'm going to pull these in, and let's see what
18 I can get to open up in a reasonable amount of time. Oh, wow.
19 That was fast. That was a lot faster than I thought.

20 You're actually looking at some of the post-accident photos.
21 But I don't know from the direction that you're looking at,
22 whether you're -- I'm scrolling through them rather quickly. I
23 actually wanted to get to one spot -- let me go back the other
24 way -- which actually had the -- ah, there we go. Have to go that
25 way with it. I'll slow down here in a minute.

1 Okay. I think these -- did you go on board the vessel at all
2 after the accident?

3 A. No.

4 Q. Okay. So I'm sure it's going to be hard for you to tell what
5 we're looking at here because you saw a finished structure. But
6 you see daylight coming in at the top and the -- up above where
7 it's light, you see the framing here and it looks like charred
8 material.

9 A. Yep.

10 Q. Okay. But so you wouldn't really be able to look at any of
11 these and see an area that -- let me go back to the deck photos,
12 if you will, from the deck area that you would actually be able to
13 recognize.

14 A. Correct.

15 Q. No. Okay.

16 MR. KUCHARSKI: I'm going to hold there.

17 Mr. █████ do you have any questions to ask?

18 CWO █████ No. You cleared up the one question that I had
19 about the -- where the metal that was being cropped out at. So
20 I'm good on that.

21 MR. KUCHARSKI: Okay. Okay.

22 BY MR. KUCHARSKI:

23 Q. And actually you're looking at now -- we believe this is the
24 horizontal deck area and this is the vertical area, a portion of
25 the vertical area that you likely looked at. But you only -- as

1 far as you knew, they were just taking out the vertical area or
2 the bulkhead area at the weather deck area; is that correct?

3 A. Correct.

4 Q. Okay. All right. You know what I think I'm going to do --
5 well, I'll -- I'd like to maybe take a 5-minute break and then I'm
6 going to pull up some other photos of the storeroom area and maybe
7 that deck area where we believe the fire originated, but prior --
8 pre-fire photos. Let me put it that way. So actually, maybe
9 even --

10 A. Okay.

11 Q. -- even -- I do have photos of the -- they call it the bridge
12 deck, though, you know the top. The shelter deck is below where
13 the fire took place or in that vicinity.

14 MR. KUCHARSKI: Okay. So can we take maybe a 5-minute break,
15 and then you can grab --

16 MR. TRETTEVIK: Okay.

17 MR. KUCHARSKI: -- a drink of water or -- is 5 minutes
18 enough?

19 MR. MILLER: Sure. That's fine for me.

20 MR. TRETTEVIK: Yeah.

21 MR. MILLER: Do you have an ETA, Mike?

22 MR. KUCHARSKI: E-T- -- ETA?

23 MR. MILLER: ETD? ETF, estimated time of finish?

24 MR. KUCHARSKI: I'm guessing maybe about 3 more hours. No,
25 I'm only kidding. I'm only kidding. About -- we're pretty close

1 to the end. I'm going to say from when we finish -- definitely
2 within a half hour. Okay?

3 MR. MILLER: Okay. I just need to send a message back to my
4 office because I told them 1:30 and that's not going to work like
5 that. I just wanted to be able to give them an ETA.

6 MR. KUCHARSKI: Sure. Sure, sure, sure. Yeah, I'll --
7 unless there are follow-up questions. I just would like to pull
8 up a couple more photos and just have you take a look at them.
9 Maybe not the --

10 MR. MILLER: Yeah.

11 MR. KUCHARSKI: -- fire photos. Okay? So let's take --

12 MR. MILLER: Yeah, yeah, we're trying to rush. It's just --
13 I just wanted to give them a heads up.

14 MR. KUCHARSKI: Sure. Sure. Okay. The time is now, Eastern
15 Daylight Time 1610, and we'll take a break. Thank you.

16 (Off the record at 4:10 p.m. EDT)

17 (On the record at 4:21 p.m. EDT)

18 MR. KUCHARSKI: Okay. Good afternoon again. It is 1621
19 Eastern Daylight Time, and we're resuming the interview of
20 Mr. Trettevik.

21 BY MR. KUCHARSKI:

22 Q. And so, I had asked you questions earlier about the actual
23 area where they said the hot work was going to be performed. And
24 what you're looking at now, this is photo 5821 from the ATF's
25 photo journal. And actually, you probably can't tell down here,

1 but if you look at the wording --

2 A. We're just seeing the policy review right now.

3 Q. Oh. Sorry, guys. Okay. Let me --

4 MR. MILLER: We finally got to see the full sun.

5 BY MR. KUCHARSKI:

6 Q. Here we go. Okay. You're seeing photo 5821 now? Yes?

7 A. Yes.

8 Q. Okay. Okay. And it's a sunlit picture, and actually down in
9 here, if I -- I can blow it up and you can actually see that's
10 someone from the ATF down there, ATF in gold letters, jacket. So
11 this is -- looks like a deck photo or the deck here and part of a
12 vertical surface. Do you --

13 A. Yes.

14 Q. Is that fair enough to say?

15 A. Yes.

16 Q. Okay. And I'm going to, sorry, maybe scroll through a couple
17 other pictures here of the vessel itself, and I'm guessing -- this
18 is 5819 -- looks like maybe the starboard side of the house. I'm
19 going -- a close-up view of some of the fire damage, the bow. And
20 let me see -- whoop, there we go. So now we're looking again,
21 looks like -- let me back up just a second. Okay. We're at photo
22 5926, and it looks -- appears like we're looking down. There's
23 that cracked frame that we saw in other photos.

24 A. Yes.

25 Q. And we're looking down, we see a white helmet and it looks

1 like a person with an X retro-reflective tape, white and green.

2 Do you see that?

3 A. Yes.

4 Q. Okay. Okay. And just scrolling ahead a little bit to two
5 ahead. Let me see. Get one more just -- oh, too far. Okay. But
6 what we're looking at now, it looks like from inside, where it's a
7 little bit darker, looking out into a lighter area, and we see
8 that -- looks like deck again being cut. Here there's something
9 missing. It looks like maybe the bulkhead was cut here. Do you
10 see that photo?

11 A. Yes.

12 Q. Okay.

13 A. Yes, I see it.

14 Q. Okay. So then when I go back to -- sorry. I'm going to jump
15 out of this one and pull up again what was crew quarters.

16 MR. KUCHARSKI: See, you know, [REDACTED] I never really paid
17 attention to crew quarters, but golly day --

18 BY MR. KUCHARSKI:

19 Q. It looks like a person in the photo here and it looks like
20 either a watertight door or some kind of opening to the outside
21 from inside of an area. And you see the deck, and now you can see
22 where the bulkheading is missing. Yes?

23 A. Yes.

24 Q. Okay.

25 A. Yes.

1 Q. Okay. And the person that's answering yes, that's you,
2 Mr. Trettevik, correct?

3 A. Correct.

4 Q. Yeah. Okay. Okay. And now you see another photo where you
5 can see clearly you're inside a structure looking outward because
6 you see the lighted area. It looks like a deck area and it looks
7 like maybe a ventilation hose off a Coppus blower or a ventilation
8 fan. We see that?

9 A. Yes.

10 Q. Okay. And this looks like an area that was cut away. I'm
11 running my arrow across this photo for -- it looks like an area
12 that's missing from the bulkhead that we're looking outward to.
13 Correct?

14 A. Correct.

15 Q. Okay. Now does this opening -- I know we're looking from the
16 inside -- does that look familiar in any way?

17 A. It doesn't, no.

18 Q. Okay. Okay. I don't think I have anything of the outside.
19 I'm trying to -- these are all internal pictures. I wish I had
20 one just of the complete house area. But did you look -- well,
21 tell me, tell me. This will sort of answer something. Did you
22 look on the other side of the bulkhead that they were -- that they
23 said that they were going to cut out a portion of?

24 A. I don't remember. I may have. Yeah, I don't remember
25 looking on side of that bulkhead.

1 Q. Because then how would you know it was safe to cut on it if
2 you didn't see the other side? I mean, suppose there had been --
3 suppose there was gasoline inside of there or -- you know, I'm
4 playing the devil's advocate here.

5 A. Right. Right. Yeah, so I -- my memory is that part of that
6 bulkhead was already removed and I don't remember seeing
7 anything -- I don't remember seeing any hazard, but it's, yeah,
8 it's been a while. I mean, this happened like 8 months ago and
9 I've written maybe like 200-plus certificates since then, so it's
10 hard to give you definitive answers on some of these things.

11 Q. Oh, yeah. Understood. Understood. But you don't remember
12 what was -- you say part of it was already removed?

13 A. Yes.

14 Q. Part of the -- so they had cut part of that bulkhead out,
15 that part of the bulkhead had been cut already?

16 A. That's my memory, yes.

17 Q. Okay. Okay. And again, so, you know, the reason I'm asking,
18 it shows that, in all our diagrams and everything that we're
19 seeing, there were crew quarters on the other side of that cut.
20 But you don't recollect if there were crew quarters on the other
21 side of that bulkhead?

22 A. No.

23 Q. I'm sorry?

24 A. No.

25 Q. Okay. Did you keep any notes of what you looked at, per

1 chance?

2 A. No. The only notes I took were on the -- were the
3 certificate.

4 Q. Okay. Okay. All right. And I don't know if we have the
5 certificate there. We'll pull that up one last time. There we
6 go. Okay. Now we're back to -- well, let me flip that around --
7 looking to the certificate that you issued on there, on that date,
8 on 2/4/21. Do you see it?

9 A. Yes.

10 Q. Okay. All right. Good. So I'm looking on any other -- you
11 mention on item number 3 -- well, let's go back to 2 of the
12 requirements: Keep hot work off and isolated from adjacent spaces
13 not certified safe for hot work. Do you see that?

14 A. Yes.

15 Q. Okay. Okay. So what adjacent spaces did you mean?

16 A. So I meant any spaces that were connected overall -- any
17 spaces adjacent to the dry stores. So it's anything above, below,
18 in the fore and aft, port, starboard, you know, the corners of the
19 space.

20 Q. Okay. Oh, so these -- so I'm understanding it, above
21 requirements it says, dry stores, with a bracket, and then
22 atmosphere is safe for workers, safe for hot work.

23 A. Yes.

24 Q. Okay. Is it safe for -- was it safe, atmosphere safe for
25 workers, safe for hot work, the dry stores area?

- 1 A. Sorry. The dry stores or --
- 2 Q. Well, I'm looking at this here. Yeah, the -- oh, it says --
- 3 is it -- do you see anywhere in here, and I'm not seeing -- you
- 4 know, there's a fold in here. I see atmosphere safe for workers,
- 5 but then below it --
- 6 A. Well, in the -- yeah, in the fold it says, safe for limited
- 7 how work.
- 8 Q. I'm sorry?
- 9 A. The -- so I have a better copy than that one.
- 10 Q. Oh, you do?
- 11 A. Yeah.
- 12 Q. Oh, great. Could -- would you --
- 13 A. So in the fold --
- 14 CWO [REDACTED] Just for the record, Mike, they have a copy of the
- 15 marine certificate here --
- 16 MR. KUCHARSKI: Yes.
- 17 CWO [REDACTED] -- that they're referring to.
- 18 MR. KUCHARSKI: Uh-huh. Uh-huh. Okay. Great. Great.
- 19 BY MR. KUCHARSKI:
- 20 Q. And in the fold it says what?
- 21 A. Safe for limited hot work.
- 22 Q. Safe for limited hot work?
- 23 A. Limited hot work. Yes.
- 24 Q. I'm sorry?
- 25 A. Safe for limited hot work.

1 Q. Okay. And then below it, it says safe for hot work?

2 A. So the safe for limited hot work applies to the walk-in
3 refrigerator and forward on the certificate, and safe for hot work
4 applies to the dry stores.

5 Q. Okay. And is -- okay. So in the fold then -- see the
6 wording dry stores? Is there wording above -- do you see where my
7 arrow is? Is there wording above there, too?

8 A. So if you scroll -- the tool bar here is covering it, so if
9 you can scroll down a little bit on your screen, then I can see
10 what you're pointing at.

11 Q. Is that better?

12 A. Oh, that fold?

13 Q. Yeah, this --

14 A. Yeah.

15 Q. Does it say REFR above here somewhere?

16 A. No. So in that -- there's nothing written in that fold just
17 above where it says dry stores.

18 Q. Okay. And so then how would I know that -- you say it is
19 safe for -- on the fold above the wording, safe for hot work, and
20 below, atmosphere safe for workers, you say in that fold --

21 A. Oh, no. The fold above, that goes through a section that
22 says walk-in freezer or -- sorry -- walk-in refrigerator forward.
23 If you scroll back up --

24 Q. Yeah, yeah. Oh, okay.

25 A. That fold right there. So between atmosphere safe for worker

1 and the atmospheric readings --

2 Q. Yeah.

3 A. -- that fold in there, it says, safe for limited hot work.

4 Q. Okay.

5 A. Yeah, we can leave you a better copy of the certificate.

6 Q. Great. Great.

7 MR. MILLER: We'll give it to Mr. [REDACTED]

8 BY MR. KUCHARSKI:

9 Q. And what would that be then, walk-in refrigerator safe for
10 limited hot work?

11 A. Sorry. What do you mean by that?

12 Q. What would safe --

13 A. Sorry, I don't understand.

14 Q. What would safe for limited how work mean?

15 A. It means that they can do the work that's listed under
16 limitations just below that section.

17 Q. Okay. So limitations (indiscernible) --

18 A. Can you see what I --

19 Q. I see. So --

20 A. Yeah. So -- sorry. Go ahead.

21 Q. They could grind or weld in the walk-in refrigerator forward
22 as long as they don't penetrate the deck? That's what I'm trying
23 to understand, how you read that then in conjunction.

24 A. All right. So -- yeah, so what it says is they may grind,
25 weld and cut with cut-off wheel to the weather deck above the

1 walk-in refrigerator forward without penetrating it. So that
2 means that they can do that type of hot work on the weather deck
3 above that refrigerator space without penetrating the deck going
4 down into the refrigerator space.

5 Q. Okay. Okay. Okay. Great. Great.

6 And then, so dropping back down to the dry stores, I see safe
7 for hot work.

8 A. Yes.

9 Q. So how -- I see safe for hot work here. Then further down in
10 requirements, number 2, says: Keep hot work off and isolated from
11 adjacent spaces not certified safe for hot work. So if I read
12 this, would you be able to weld or do hot work in the dry stores
13 area?

14 A. Well, you -- so my certificate gives them permission to do
15 what they showed me. If new work came up that they wanted to do
16 under my certificate, they would need to call me and let me know,
17 and, you know -- they didn't call me after I left, so what I
18 saw -- what they showed me when I was there was the only thing
19 that they presented as the scheduled hot work.

20 Q. Which -- so they didn't show you any hot work being performed
21 inside the storeroom itself?

22 A. No, they did not.

23 Q. Okay. Okay. And I guess it's sort of clear that on the
24 limitations above for the walk-in refrigerator forward. I'm just
25 a little bit hazy on when I look at the dry stores, how would I

1 know that you couldn't weld inside the dry storeroom by looking at
2 that?

3 A. Yeah. Yeah, I -- yeah, I'm not sure.

4 Q. There's no wording --

5 A. Yeah, I may have --

6 Q. I'm sorry. Go ahead.

7 A. Right. Yeah, it's -- yeah, it may -- you know, I
8 typically -- well, yeah, I could've been more clear, I suppose.
9 But with our certificates we -- you know, we're certifying work
10 that they show us, you know.

11 Q. Right. Right, right.

12 A. And we need to be -- but we need to be notified if that's
13 going to change.

14 Q. Okay. That's fair enough. Fair enough. I don't want to
15 drag you though this. I didn't realize there was more information
16 in the folds there. So I'm looking at this and I'm saying how do
17 I read this? I've looked at a lot of hot work certificates in my
18 time, so I'm looking at it and seeing -- and, yeah, I mean --
19 okay. Okay. So let me wrap up with a few other just fairly
20 straightforward questions.

21 Did anyone from Trident contact you about the fire on the
22 *Falcon* after the accident?

23 A. No.

24 Q. Okay. Did you -- did anyone else contact you besides Trident
25 regarding the fire on the *Falcon*?

1 A. No.

2 Q. Okay. Some general questions: Is there a definition that
3 you go by for hot work?

4 A. Yes. I go by the definitions in the -- NFPA 306, that's the
5 Fire Protection Agency 306 regulation.

6 Q. Okay. National Fire Protection Agency, NFPA?

7 A. Correct.

8 Q. And it's regulation 306. Okay. Great.

9 And -- well, then my next question was who defines it. Okay.
10 So is -- can you tell me what a -- if cutting with a disc is
11 considered hot work; do you know?

12 A. It depends. Typically no, unless it's being done in an
13 atmosphere that is above 10 percent of the LEL for whatever, you
14 know, flammable or combustible substance is in the air.

15 Q. Oh, okay. So back to your stipulation or your limitation,
16 may grind, weld, and cut with cut-off wheel. What is a cut-off
17 wheel?

18 A. A cut-off wheel is a type of disc used with a grinder. So
19 it's a form of grinding. It's a thin disc that's designed to cut
20 through steel.

21 Q. Ah. Okay. So they could use that to cut through steel like
22 the bulkhead, but they couldn't use it to go through the deck; is
23 that --

24 A. Correct.

25 Q. Okay. Okay. Has a SCP, a shipyard competent person, for

1 Trident ever contacted you regarding hot work or changes to hot
2 work?

3 A. On past jobs?

4 Q. Yes.

5 A. Possibly. I can't think of a specific example. It's more
6 common for them to call us back out if there's a change.

7 Q. Okay. Well, would the SCP, would you -- would they be the
8 one actually contacting you or would it be someone for the company
9 contacting? I'm just -- I'm trying to get my arms around the SCP.
10 What other role do they have besides checking there on the site
11 itself? Do they actually talk to you? Do you talk to SCPs at all
12 in other companies?

13 A. Yes. Yeah. It's not uncommon for SCPs to call us to ask
14 questions or to get advice on -- like the most common call that we
15 get is, you know, does this work require a marine chemist? And we
16 can advise them about whether or not we need to come out inspect
17 it or the SCP can inspect the work themselves.

18 Q. Oh, I see. I see. So there's a question -- yeah. I've got
19 you. I've got you. So would -- so back to Trident. You don't
20 recollect, but possibly, an SCP could have contacted you before,
21 but not for the -- definitely not for the hot work on the *Aleutian*
22 *Falcon*; is that correct?

23 A. That's correct.

24 Q. Okay. So do you often have to revisit a vessel that you
25 surveyed for hot work? So let's say you survey and you provide a

1 marine chemist certificate. Do you often have to go back to look
2 at things?

3 A. It's not super common, but it's not uncommon either.
4 Certainly if conditions change, we have to go back and recheck.
5 One example would be if they filled a fuel tank with fuel and then
6 later decided there was more work on it and they had to dump --
7 you know, remove the fuel and reclean the tank. They would have
8 to call us back out. That has certainly happened.

9 Q. Okay. Okay. And if the scope of work changes, do you
10 automatically have to come back out?

11 A. Typically yes. I mean it depends on how the work is
12 changing.

13 Q. Okay. And can you give us an idea, an example of where it
14 had changed but you wouldn't have to come out?

15 A. Yeah. Like -- so, for example, let's say they wanted to
16 enter a fuel tank that was dirty and they needed a respirator to
17 enter the tank. So I would have to go and certify the tank as an
18 "enter with restriction" space and specify the type of respirator
19 that they needed to use to enter the space. And let's say that
20 after I left they clean the space and so now it's no longer a
21 hazard and, you know, and they call me back and say, hey, it's
22 clean, like we want to go in there without a respirator. At that
23 point their SCP can verify that it's below the EEL for that hazard
24 and the SCP can give the permission and I would not need to come
25 back out to lift that restriction.

1 Q. Okay. So, but maybe the scope of work hadn't changed, but
2 the conditions in the space had changed. Would that be more --
3 because what I'm looking at is --

4 A. Oh, yeah, I guess that's -- sure.

5 Q. You know, like a scope of work, I'm trying to think.
6 Because, you know, you mentioned earlier on a number of times that
7 this is -- you were told that they were working on the bulkhead
8 and not the deck --

9 A. Correct.

10 Q. -- not inserting the deck.

11 A. Correct.

12 Q. And so I'm trying to see -- so that would be considered a
13 change of scope that you would have to come out for?

14 A. Right.

15 Q. If they were inserting a deck?

16 A. Yes.

17 Q. Okay. And so let's say they showed you a part of the
18 bulkhead -- let's take the *Aleutian Falcon* -- and it was only
19 maybe 18 inches. And if they said we'd like to go 24 inches,
20 would that be a scope that maybe would not require you to come
21 back out again?

22 A. I mean, it's hard to speculate, but I mean they would
23 certainly need to call me and let me know, and we could talk about
24 it to make sure that there were no issues with that sort of a
25 change.

1 Q. Okay. Okay. So there's a possibility. So if they said it's
2 the same space, nothing's changed inside as far as the
3 atmosphere's been checked, then that's a possibility where you
4 wouldn't have to come out then?

5 A. Yeah. Sorry. Can you ask that question again?

6 Q. No, I'm just trying to get my arms around a scope of work
7 where it changed where it wouldn't require you. So the scope, in
8 your estimation, in what you just said, that the scope of work to
9 insert the deck, that would have been a requirement that you
10 should have come out to reinspect or to resurvey. Okay.

11 A. Yes.

12 Q. Give me an example -- I'm trying to get my arms around a
13 scope of work change, any scope of work change that would not
14 require you to come back out.

15 A. Correct. Okay. Yeah, I mean --

16 MR. MILLER: I will -- you know, you're obviously free to --

17 MR. KUCHARSKI: Who's talking now? Who's talking?

18 MR. MILLER: Yeah. This is Mr. Miller. You know, he's
19 obviously free to talk about that, but he can't really speculate.

20 BY MR. KUCHARSKI:

21 Q. Okay. This is Mike Kucharski. I'm not asking for
22 speculation. Do you have any example of one where you've talked
23 to an SCP that they said, okay, this is going to change but you
24 didn't go out?

25 A. Yeah, I'm trying to think of a specific example. Yeah, I'm

1 trying to think. Yeah, I can't think of a specific example.

2 Q. That's fair enough, you know, if you can't think of any off
3 the top of your head. I'm just -- but you are saying that the
4 scope of work had changed, that would be your estimation, and
5 would have required a marine chemist to come back and look if they
6 were going to insert the deck. That's correct?

7 A. Yes.

8 Q. Okay.

9 A. Yes.

10 MR. KUCHARSKI: All right. I will hold there and see if
11 there are any questions.

12 Mr. [REDACTED]

13 CWO [REDACTED] I do not have any, sir.

14 MR. KUCHARSKI: Okay. Is there -- Mr. Trettevik, is there
15 anything else you would like to add?

16 MR. TRETTEVIK: No.

17 MR. KUCHARSKI: Okay. Well, you have Mr. [REDACTED] contact
18 information. If anything should come up, if you think of anything
19 that you think would be helpful, please contact him. I understand
20 you're going to leave a clearer copy of this certificate --

21 MR. TRETTEVIK: Yes.

22 MR. KUCHARSKI: -- from 2/4, the marine chemist -- great.
23 Great. Okay.

24 Well, thank you very much for your time.

25 MR. TRETTEVIK: Yeah. Thank you.

1 MR. KUCHARSKI: And [REDACTED] maybe you could give me a call
2 just to chat a bit?

3 CWO [REDACTED] Yeah. I will escort these gentlemen outside, and
4 as soon as I get back up to my office, I'll give you a shout.

5 MR. KUCHARSKI: Perfect. Okay.

6 It's 1653 on the -- Eastern Daylight Time, and the interview
7 has ended. Thank you. Thank you, all.

8 (Whereupon, at 4:53 p.m. EDT, 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 Joseph Trettevik

ACCIDENT NO.: DCA21FM016

PLACE: Via Microsoft Teams

DATE: October 21, 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.



Kay Maurer
Transcriber