

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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FIRE AND SINKING OF THE *CONCEPTION*
WITH LOSS OF LIFE NEAR
SANTA CRUZ ISLAND, CALIFORNIA,
SEPTEMBER 2, 2019

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Accident No.: DCA19MM047

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Interview of: KELLY KOHLS

First Galley, Truth Aquatics

U.S. Coast Guard Marine Safety
Detachment
Santa Barbara, California

Thursday,
September 5, 2019

APPEARANCES:

BART BARNUM, Marine Accident Investigator
National Transportation Safety Board

I N D E X

ITEM

PAGE

Interview of Kelly Kohls:

By Mr. Barnum

4

I N T E R V I E W

(12:26 p.m.)

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2
3 MR. BARNUM: Okay. Today is Tuesday, September 24th, at
4 12:26 in the afternoon. I'm here in Santa Barbara at a local
5 Coast Guard MSD. Today, I'll be interviewing Kelly Kohl [sic],
6 former Galley 1 on the *Conception*.

7 And my name is Bart Barnum, investigator with the NTSB.
8 That's Barnum, B-A-R-N-U-M. And I'm here with Kelly Kohl. Can
9 you please spell your last name?

10 MS. KOHLS: Kohls, K-O-H-L-S.

11 MR. BARNUM: Kohls, thank you. And we are recording this
12 interview. Is that okay?

13 MS. KOHLS: That's fine.

14 MR. BARNUM: Okay. Great.

INTERVIEW OF KELLY KOHLS

15
16 BY MR. BARNUM:

17 Q. So, Kelly, could you briefly -- or could you explain to me
18 how you got hired by Truth Aquatics?

19 A. For the boats, I used to be with the assistant manager in the
20 office. And I no longer got along with the new general manager
21 that had taken over, and so I had always wanted to work on the
22 boats prior but it was not something that could be like easily
23 cross-channeled over. And so when I was no longer comfortable
24 within the office, I decided that I would make the switch over to
25 the boats, and do a smooth transition on -- over onto the

1 *Conception*.

2 Q. Was that your first boat you worked with?

3 A. Um-hum.

4 Q. And when was that?

5 A. It was May, 3 years, 2017.

6 Q. Okay. Who was the general manager at the time?

7 A. Inge.

8 Q. Could you explain to me your duties that you had as a Galley
9 1 on board the *Conception*?

10 A. Feeding everybody all day, five meals a day: breakfast,
11 lunch, dinner, dessert, snack. And ordering food to feed people
12 for multiple days, and then also ordering supplies for the boat,
13 whether it be cleaning supplies, paper towels, toilet paper, trash
14 bags, and that kind of stuff. Soap.

15 Q. Okay. Your time on the ship, who was the -- who were the
16 crew that worked with you?

17 A. They rotated. It's always been Jerry. And then my first
18 season, we had one solid crew. Last year, we had a bit of a
19 rotation of crew. And my deckhand that came over from that first
20 year was on for my second year as well. And then we rotated out
21 second captain and deckhand a couple of times, and then had them
22 for pretty much the rest of the season. And then my dad joined
23 the boat me -- joined me on the boat last year as my second
24 galley.

25 Q. Okay. What was your impression of the captain, Jerry?

1 A. A stickler. He is very to the T. Everything is done his way
2 for the most part, and then you just kind of go with whatever.
3 It's pretty much his way or the boat --

4 Q. Right.

5 A. -- not the highway.

6 Q. Yeah.

7 A. But yeah. I mean, always felt overly safe with him, to a
8 point -- almost the reason why I left was because we were diving
9 the same spots all the time. And I was like, I'm done; I don't
10 want to be on the boat. This is getting boring.

11 Q. So that's the reason --

12 A. Yeah.

13 Q. -- you left?

14 A. One of the main reasons I left, yeah, because I was getting
15 bored.

16 Q. Yeah. What kind of safety training was given to you when you
17 worked on board?

18 A. My safety training? My first year we did -- my first and
19 second year we did CPR training. And after that, we would go
20 around the boat and refresh people. Or if we had a bunch of new
21 people, we'd refresh the group during that day of CPR training,
22 going through where fire extinguishers were and the different
23 systems, and then pulling out our crash kit and learning how to
24 turn on the O2 bottles and what we would do in those kind of
25 situations, know when to like transcribe and stuff.

1 And then, my first year on the boat, it was a little bit more
2 in depth because Jerry had a full brand new crew, where we pulled
3 out fire hoses and did all of that kind of stuff.

4 Q. So your capacity as Galley 1, are you ASA certified?

5 A. I don't even know that is.

6 Q. Well, are you -- it seems you had more of a -- a larger role
7 than just galley?

8 A. Yeah.

9 Q. You did a lot of first aid training?

10 A. Um-hum.

11 Q. Yeah. Was that normal? Or just --

12 A. Yeah. It was normal. The whole crew needed to be CPR
13 certified for the most part. Or at least that was my impression.

14 Q. Okay.

15 A. Yeah. Because basically if we were to run into any kind of
16 like, any kind of incidents on the boat, whether it was like
17 decompression sickness and stuff, we all had to be able to hop in
18 at some point if we had to be doing compressions. And someone had
19 to be transcribing, or someone was doing the roll call and like
20 pulling people up on the boat, and then crowd control basically.
21 And then running up and down and talking to Jerry, because he
22 can't be on deck when he's up top with the Coast Guard getting
23 things coordinated to either pull somebody off the boat or drive
24 back in.

25 Q. Had you ever worked with any of the crew that was on the

1 Conception the night -- other than your father, on the night of
2 the accident?

3 A. Everybody but Allie.

4 Q. Okay. In what capacity? With -- at their same ratings,
5 deck --

6 A. Um-hum.

7 Q. What was your impression of them?

8 A. All high class, honestly. I mean, we all have been out there
9 multiple times. Cullen was just a fill-in, so he wasn't out on a
10 regular basis. He just came in every once in a while because we
11 didn't have a full-time second captain this year. And then Milton
12 worked the whole season with them until I left a week prior. And
13 we all were out there doing our stuff how we normally did. Ryan,
14 I had only known for 11 days, and then I got off the boat, so --

15 Q. Was he Galley 2 at the time?

16 A. He was training to take my spot. So technically he was
17 Galley 2, but I was just pretending to be Galley 2 but still being
18 paid as Galley 1 for the most part. So I was letting him take
19 over and learning how to do stuff, and watching him to make sure
20 that he was capable of taking my spot on the boat. Because it was
21 kind of a hard thing to grasp, especially when we get cooks onto
22 the boat, because they think it's an actual kitchen and it's not
23 an actual kitchen.

24 Q. Okay. Yeah. Speaking of the kitchen, did you ever have any
25 mechanical problems with any of your equipment?

1 A. Our flattop went out one year where half of it, the -- half
2 of it -- like the flattop has two different burners, where one
3 burner in the flattop itself fried out. And then we fixed that,
4 and then there was a while where the breaker kept popping over,
5 where we couldn't have a bunch of stuff going on in the galley or
6 it would just pop the flattop breaker. But that got fixed.

7 Q. How did they fix that? Do you know?

8 A. I think it was the breaker itself. They just replaced the
9 breaker. It -- I think it might have been an old one or
10 something. I can't really remember.

11 Q. Okay. And was there any other issues? Any other breaker
12 issues or --

13 A. No.

14 Q. -- type of problems? No?

15 A. No. I think that was the only issue. Because we kind of
16 used those two breakers kind of like a light switch almost, where
17 we turn them off at night. Because the knobs in the galley are
18 very easy, if someone come -- walked in, in the middle of the
19 night, bump on, and turn it on. And so if you had something on
20 there, it could cause something. So we always turned them off.
21 Because we have passengers that will wake up in the middle of the
22 night and just walk into the galley, wash their cup, or open the
23 refrigerator because they're curious, and stuff like that. So
24 just as a precaution, we always turned those off so that nothing
25 would happen.

1 Q. Understood. Did you ever have any other concerns that while
2 at night unattended, someone would be, you know --

3 A. Cooking?

4 Q. -- cooking or --

5 A. No. For the most part, that was like the main thing. Since
6 the breakers were off, you couldn't turn anything on. And for the
7 most part, passengers weren't aware of where the breaker panel was
8 or knew what was going on with that. And then our barbeque pit
9 was under this giant thing so you really couldn't open it up
10 unless you knew exactly where it was and how to turn it on.

11 Q. Okay. I just want to ask a couple of questions about the
12 boat.

13 A. Yeah.

14 Q. Were you aware of -- were there any smoke alarms on the
15 vessel?

16 A. Two downstairs in the bunkroom, and then there was another
17 one in the galley above the flattop. But it wasn't a normal smoke
18 alarm because it wasn't triggered by steam. It was a different
19 kind of one. But it was always above me in the galley, and then
20 two on each side of the walkways -- or one on each side of the
21 walkway to the bunkroom.

22 Q. Were those ever tested while you were on board?

23 A. The one downstairs? Yeah. I don't know how they would test
24 the one up top in the galley, but --

25 Q. Yeah.

1 A. -- I know the one downstairs are regularly tested because I
2 would hear the beeping go off on them when the battery changed,
3 and then like, change it out, and then test them while they were
4 changing out the battery.

5 Q. Okay. While you were on board were you aware of generator
6 overheating issues?

7 A. Um-hum.

8 Q. Is -- when did that start? Or was it the whole time you were
9 on board?

10 A. It started last year, probably about midway through the
11 season, so July, I -- about, where it was making oil or vice
12 versa. Water was going into the oil or oil was going in the
13 water, I can't remember. So it was the opposite of what it was
14 supposed to be doing or what would normally happen. And so it
15 would overheat if we had like the -- it was having issues
16 controlling the power pulls from the different things. Because
17 the flattop pulls a bunch of power onto the generator, and then so
18 did the compressors, and so if both of those were to go on at the
19 same time, the pull from it would overheat it.

20 And then, if we didn't catch it quick enough or notice that
21 we were doing that, it would completely shut off. I wasn't ever
22 dealing with it but I knew that that was happening. I never went
23 down in the engine room and had any of that kind of
24 responsibility. But just knowing on deck that, like, if I needed
25 to start cooking, I needed to coordinate with deckhands prior to

1 starting to cook.

2 Q. But that only -- that coordination only started in July of
3 2018? When you first hired on, you never had this problem?

4 A. No. When I was first hired on, everything on the boat, the
5 generator, there was no problem with that kind of stuff. We'd
6 have issues with nitrox because nitrox has always been kind of a
7 hassle on the boats, on any of the boats.

8 But the generator didn't start until, yeah, about halfway
9 last year. And then it got bad enough where we had to dock the
10 boat for a couple of days. And then we put in a whole new gen
11 set, because we had a brand new one on the boat prior to the fire.
12 So it was a -- Jerry was super excited about it. It was like a
13 new high-end one that was more environmentally friendly and stuff
14 like that.

15 Q. Okay. And I believe I heard that that was changed out in
16 like December or so?

17 A. Yeah.

18 Q. After that, from what I understand, they still were having
19 high temperature alarms?

20 A. It was fine. We didn't run that -- so, like our season goes
21 until about November, and then we just run like random 1-day trips
22 like on weekends until about April-ish. And then we start picking
23 up a little bit, and then Memorial Day weekend we start pretty
24 much running nonstop in different forms on all three boats.

25 I don't remember it really having any problems in the off

1 season, but we also weren't running as often in the off-season.
2 And I took a month off in March, so I wasn't on the boat for that
3 time. But it started happening again probably about maybe a month
4 and a half ago, where we were having the power pulls and stuff
5 like that, where we had to figure out how we were doing it. But
6 it was mainly only when we had nitrox running on the boat. So if
7 we had to use nitrox, then we ran into this problem again. But
8 everything else was running normally without nitrox.

9 Q. Okay. What kind of ventilation fans did you have in the
10 galley? Exhaust fans?

11 A. An exhaust fan directly above the flattop. So we would turn
12 it on when we were cooking.

13 Q. What about other fans? Was there -- like what about in the
14 heads? Was there any exhaust fans in the --

15 A. Just the inside head had an exhaust fan because that was the
16 only one that didn't have a window. It was the one that -- you've
17 been on the *Vision*?

18 Q. Yeah.

19 A. So when you first walk in, it's the inside one on the
20 starboard side. That's the only one that has an exhaust fan in
21 it.

22 Q. Okay. Well, was there any kind of re-heaters or heaters on
23 board?

24 A. Heaters? Now, there's a personal heater, space heater,
25 upstairs in the wheelhouse that we would occasionally use during

1 the offseason when it was cold. But by the time summer rolled
2 around, that thing was coiled up and just stored.

3 Q. Okay. Well, there's been some talk, and -- the galley doors,
4 there's a lock. Correct?

5 A. There is a lock. But the galley doors are pretty much locked
6 open for the trip. They have a bolt that goes up, because we
7 leave the doors open the entire trip. They never close on a trip.
8 It's only when we're at the dock, to secure the boat, when we
9 would get off and if no one was staying on the boat.

10 Q. Where is that lock kept when it's -- the door is locked open?

11 A. It's a -- it's on the door itself. It's just a door lock.

12 Q. Is it latched or is it just --

13 A. It's just like a door lock like this.

14 Q. Oh, okay.

15 A. And then for it to stay open, it's just like a latch that
16 goes up, that goes into the mechanism that holds it closed.

17 Q. Okay.

18 A. Or holds it open so the door doesn't fall closed.

19 Q. Okay. So you've done many similar trips to the one -- the
20 accident trip, I'm sure, a 3-day?

21 A. I've done that trip twice.

22 Q. You've done that trip twice. Okay. In your assessment, was
23 it -- from what you've heard, was there anything out of the
24 ordinary about this trip than other trips that you've taken?

25 A. No. Not at all.

1 Q. How would you -- how would the crew manage the trip? Was
2 there -- at night, would everybody go to bed? Or how would you --
3 how did it work?

4 A. Yeah. At night, everybody goes to bed, depending on if we
5 did a night dive or not. So if there was a night dive, most
6 likely, no one would have gone to bed until about 11, being deck
7 crew and captain, and stuff like that.

8 Galley on the other hand, is a little bit more lackadaisical.
9 We don't have to stay up with the night dive and be monitoring.
10 So once dinner is done and cleaned up, and dessert is done and
11 cleaned up, we're pretty much free to do whatever we want to do.

12 Sometimes I would stay up and heckle with the guys on deck,
13 and then other times I'd crawl into bed and go to sleep, or watch
14 a movie, read a book, or sometimes talk with passengers if there
15 was a passenger that I had on regular trips with me that I knew
16 was on the boat, I would hang out with them.

17 But for the most part, it was night dive, move -- either move
18 or set up for the anchorage for the night. Put on -- the guys
19 would put on chafing gear, do an engine room check, close all the
20 gates so no one could hop off the boat in like the middle of the
21 night. I mean, granted, you could crawl over the rails if you
22 wanted to, but the main gates were always closed for like scuba
23 diving gates. And then our back gates where our skiff are, we
24 closed those so people wouldn't be able to board us in the middle
25 of the night as easily as one could if they wanted to.

1 And then as for galley, just switching off our breakers for
2 the flattop and two-burner, I'd turn on the AC breakers
3 downstairs, and then just making sure everything was locked in
4 case we had to do like a night move, so ovens weren't flying open
5 and refrigerators weren't flying open and plates weren't flying
6 everywhere.

7 Q. You mentioned the AC unit. You said you'd turn that on when
8 you went to bed?

9 A. Yeah. So we turn it on at night, and then turn it off in the
10 morning. The AC unit was fickle, where if it ran all day, it
11 would ice over and then you wouldn't get any cold air. And so
12 then the guys would have to go downstairs, and with a blow dryer,
13 blow dry the AC unit to de-ice it, and then it would start working
14 again. So we just managed our problems by just turning it off
15 during the day, because during the day, everybody's in the water
16 diving, upstairs eating, talking with each other. Only like two
17 or three people would go downstairs and nap throughout the day.

18 Q. Okay. So every night you turn on the AC unit. Who turns it
19 off in the morning?

20 A. It was usually me, because I'd wake up -- when I'd turn on
21 the breakers in the morning, I'd turn off the AC. Or if I was --
22 after I was done with breakfast, I would turn off the AC when I
23 was done with breakfast, depending on what kind of group it was,
24 how long they stayed in the bunkroom.

25 Some people slept in later on some trips and other people

1 didn't. But if it was like a vast majority of the group was down
2 there, it gets hot really quickly with all the body heat, so I
3 would just leave it on as long as I could. And then once pretty
4 much everyone was out, I would turn it off.

5 Q. Were you familiar with any of the other ventilation in the
6 bunkroom?

7 A. Uh-uh.

8 Q. You weren't familiar with that?

9 A. No.

10 Q. Okay. All right. You know, after hearing of the accident
11 and talking to your dad and others, you know, what is your belief
12 on -- or what do you think started the fire?

13 A. Well, I mean, talking with my dad, it sounds like it was
14 probably something electrical, whether it be charging of stuff --
15 I mean, all of those trips, we -- those outlets get filled up with
16 people charging stuff. And I've seen people cover things with
17 like towels and stuff while it was charging, so that wouldn't be
18 surprising if a battery or something like that sparked it.

19 Q. Did you ever have a concern about the electrical system with
20 regard to batteries or chargers?

21 A. Well, I never -- I don't -- not that kind of technical
22 person. So, I mean, you just trust whatever is on the boat, was
23 on the boat that works properly. So charging things were fine.
24 There were some times where I was like, oh wow, that's a lot of
25 stuff on it. But nothing's kicking over. Like we're not blowing

1 breakers or anything like that so it should be fine. Because it's
2 a -- it's kind of like a -- it's a gauntlet for people.
3 Especially when it's a full boat and a lot of people are bringing
4 camera batteries, lights, anything that needs to be -- their cell
5 phones; they want to recharge their cell phones out the day. So
6 it's like there's only so many outlets on the boat, so people kind
7 of like nudge each other out and like unplug other people's stuff.

8 So it was never like a major concern, but there was just
9 sometimes where you'd see things and you're like, oh, that doesn't
10 seem right. But people are going to charge it, because if you
11 start pulling people's stuff, they've paid a grand to come on the
12 boat and you just unplugged their thing. They're like, well, I
13 don't get to use that now. And then you get in trouble for
14 pulling something.

15 Q. Right. Had you ever -- had there ever been any issues
16 tripping breakers because of that?

17 A. No.

18 Q. No?

19 A. Not on the boat. But -- not while I had been on the boat.

20 Q. We understand that you recently changed -- or they changed
21 out the lights in the galley?

22 A. Um-hum.

23 Q. Do you know who did that work?

24 A. That, I believe, would have been Milton and/or Hunter, our
25 two deckhands that were on the boat.

1 Q. What was Hunter's last name? What is it?

2 A. McNeir.

3 Q. Do you know how you spell that?

4 A. M-c-N-E-I-R.

5 Q. And what's he do now?

6 A. I think he's doing construction now.

7 Q. Locally?

8 A. Yeah. He's somewhere in town.

9 Q. Is he an electrician?

10 A. No. I don't believe so. But he had been doing construction
11 for a while as a part-time job, and then started working on the
12 boats full time. Most of the guys on the boat have some kind of
13 -- well, they're -- it depends. Some people that come and work on
14 the boats are completely green and don't know anything about any
15 of that kind of stuff, and just learn on the job. And sometimes a
16 lot of them, the guys, they work on their cars and stuff like
17 that, so they have basic knowledge of like that kind of stuff or
18 being somewhat of a handyman.

19 Q. Right. Okay. Just a second here. I need to look over my
20 notes.

21 A. Yeah.

22 Q. I had a couple of more questions for you. The office
23 manager, Inge?

24 A. Um-hum.

25 Q. What kind of issues did you have with her?

1 A. I think it was more so she was a new manager coming in and I
2 had more information about how the office ran. And so it was just
3 more of like a -- I wouldn't call it like a power-play, but just
4 more of an ego thing. And I just wasn't enjoying working in the
5 office anymore. So instead of being miserable at work every day,
6 I tried to switch it up.

7 Q. Is she in charge of hiring, or what is her capacity?

8 A. She -- just like the day-to-day operations. So she's in
9 charge of hiring people in the office and making sure the office
10 is fully staffed and running, and then doing like boat owner
11 checks and coordinating crew ships that come in, making sure that
12 everything is properly going, and then dealing with the different
13 entities that run out of the Sea Landing.

14 Q. All right. So maybe you can explain it better to me. So Sea
15 Landing and Truth Aquatics are two different animals?

16 A. Sea Landing, I think, is a DBA for Truth Aquatics, or vice
17 versa. Glen owns the Truth Aquatics boats, and then owns the Sea
18 Landing itself. The Sea Landing then rents out the other dock
19 slips that the Sea Landing has acquired. And so the Stardust
20 Sportfishing boats run out of the office, and the office books
21 their trips, makes sure they get all checked in. Same with the
22 *Condor Express*, and same with the jet skis.

23 And then inside the Sea Landing itself, the dive shop wall is
24 a different company. So all of the dive gear in there isn't owned
25 by Sea Landing or Truth Aquatics, that's just there. And then the

1 Sea Landing just does the day-to-day operations to help these
2 different companies run out of this office. So they're dealing
3 firsthand with the customers, booking them onto trips. If they
4 complain about something, they're going into the office to
5 complain most of the time if they don't complain on the boat.

6 Q. So what does the structure look like? I mean, is there a
7 president, general manager, HR? How does the -- I mean, Glen is
8 the owner.

9 A. Glen is the owner. Inge is the general manager of the place.
10 We have a bookkeeper that comes in every couple of weeks to do
11 payroll, another bookkeeper that does all of like the Truth
12 Aquatics kind of bookkeeping. So all of our expenses that we
13 acquire on the boat, we have to do an end of the trip report that
14 we turn in for each one, meaning the captain and the galley
15 person. And then there's an assistant manager that pretty much
16 deals with the front of the house and the employees that run, work
17 in the office. And then you've got the employees that work and
18 our front desk people.

19 Q. When did you say your last trip was on the *Conception*?

20 A. It was -- I worked 11 days, and then they had a 1-day, a 3-
21 day, and then that last 3 days. So I was off a week before that
22 trip. I was supposed to be on that trip.

23 Q. Really?

24 A. Yeah.

25 Q. Wow.

1 A. That was supposed to be my last trip before I left to move to
2 the *Condor*.

3 Q. Why didn't you take it?

4 A. I didn't take it -- me and Ryan in the galley just didn't
5 have the same flow that me and my dad had. And so I thought it
6 was better for my dad and Ryan to start generating a flow to work
7 together on the boat. And for me to just bump around in the
8 galley on a job that I didn't want to work on anymore, it just
9 seemed kind of pointless. And they, the *Condor Express*, said I
10 could come over and start training earlier, and so I gave up that
11 trip.

12 Q. So is there anything that you think we should be asking, that
13 we should be looking at? Any other questions that --

14 A. Not that I know of. I have to think about it. I don't know.

15 Q. I mean, you live in the community here, you're obviously --
16 your dad is -- was on board at the time. You know, what are you
17 hearing? What should we be looking for?

18 A. (No response.)

19 Q. That's fine.

20 A. Yeah. Now I'm just --

21 Q. I just think that --

22 A. I'm trying to -- I don't know. Honestly. In my mind, I just
23 don't get how it goes up so quickly. Because how my dad tells it,
24 or has said to me, that he went to bed at 2:30, and not even an
25 hour later, they were in the water.

1 Q. Right.

2 A. So --

3 Q. When you slept -- when you stayed on the -- when you were
4 aboard the *Conception*, where was your bunk?

5 A. It was upstairs in the wheelhouse on the port side in the
6 galley bunkroom upstairs.

7 Q. Okay. So top bunk?

8 A. Yeah.

9 Q. And who was the lower?

10 A. When I -- me and my dad are on the boat, it was my dad. And
11 then when me and Ryan are on the boat, it was Ryan. And then my
12 dad had took my bunk once I left.

13 MR. BARNUM: Okay. Well, I don't think I have any further
14 questions. If you don't have anything for me, that's going to
15 conclude the interview. Thank you very much.

16 MS. KOHLS: Yeah. No problem.

17 MR. BARNUM: I'm going to stop the recording.

18 (Whereupon, 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: FIRE AND SINKING OF THE *CONCEPTION*
WITH LOSS OF LIFE NEAR
SANTA CRUZ ISLAND, CALIFORNIA
SEPTEMBER 2, 2019
Interview of Kelly Kohls

ACCIDENT NO.: DCA19MM047

PLACE: Santa Barbara, California

DATE: September 5, 2019

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.



Christy Wilson
Transcriber