

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

FIRE AND SINKING OF THE *CONCEPTION* *

WITH LOSS OF LIFE NEAR *

Accident No.: DCA19MM047

SANTA CRUZ ISLAND, CALIFORNIA, *

SEPTEMBER 2, 2019 *

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* * * * *

Interview of: LT [REDACTED]

Supervisor, Marine Safety Detachment

Santa Barbara, California

Thursday,
November 21, 2019

APPEARANCES:

ANDREW EHLERS, Marine Accident Investigator
National Transportation Safety Board

ADAM TUCKER, Investigator in Charge
National Transportation Safety Board

KEITH FAWCETT, Investigator
Investigations National Center of Expertise (INCOE)
United States Coast Guard

LCDR [REDACTED], Attorney
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I N T E R V I E W

(8:46 a.m.)

1
2
3 MR. EHLERS: Good morning. It's November 21st at about
4 8:46 a.m. We are at Coast Guard Sector L.A., Long Beach, and we're
5 here for the interview of Lieutenant [REDACTED].

6 Lieutenant [REDACTED], do you mind that we record this
7 interview?

8 LT [REDACTED]: No.

9 MR. EHLERS: Okay. Thanks.

10 And just for the process of the recording, I'd like everyone
11 in the room to state their name.

12 I am Andrew Ehlers, Marine Accident Investigator with the
13 NTSB.

14 MR. TUCKER: My name is Adam Tucker, also a Marine Accident
15 Investigator with the National Transportation Safety Board.

16 MR. EHLERS: And, [REDACTED], could you spell your name as well?

17 LT [REDACTED]: Yes. Lieutenant [REDACTED]. [REDACTED],
18 [REDACTED], middle initial [REDACTED], [REDACTED], [REDACTED]. I'm
19 the Supervisor at Coast Guard MSD, Santa Barbara.

20 LCDR [REDACTED]: I am Lieutenant Commander [REDACTED], [REDACTED]
21 [REDACTED]. I'm a senior staff attorney at Coast Guard District 11,
22 Legal.

23 MR. FAWCETT: Keith Fawcett, U.S. Coast Guard, Investigations
24 National Center of Expertise. I'm a supporting member of the
25 Marine Board of Investigation, and I am also recording this,

1 Lieutenant.

2 INTERVIEW OF [REDACTED]

3 BY MR. EHLERS:

4 Q. Okay. All right, thanks, [REDACTED]. [REDACTED], say again your title,
5 your official title.

6 A. Sure. I am the supervisor of Coast Guard Marine Safety
7 Detachment, Santa Barbara.

8 Q. Okay. And can you summarize what your duties are in that
9 position?

10 A. Certainly. So the Coast Guard Marine Safety Detachment is a
11 -- as in the name Detachment of the Prevention Department here at
12 Section Los Angeles Long Beach. We represent the Captain of the
13 Port and Officer in Charge of Marine Inspections in vessel
14 inspection, marine casualty investigation, pollution response,
15 facilities inspections. And in general, any mission that the
16 Coast Guard would run outside of law enforcement type missions.
17 Anything that requires carrying sidearms or anything like that at
18 the northern part of our AOR. Our AOR runs from Point Dume in
19 Malibu north just past Morro Bay to the San Luis Obispo County.

20 Q. Okay. And south of that is L.A., Long Beach?

21 A. That's correct. Yes, sir.

22 Q. Okay. And who is your supervisor?

23 A. My supervisor is Commander [REDACTED], the Prevention
24 Department head here at the Sector.

25 Q. Okay. And can you give me a summary of your background as

1 far as your experience and training up to when you became the
2 supervisor at Santa Barbara?

3 A. Certainly. I am prior enlisted. I enlisted in 2001, August
4 of 2001. My background enlisted was pollution responder and
5 Federal On-Scene Coordinator's representative, which basically
6 meant I could use the Oil Spill Liability Trust Fund to clean up
7 pollution incidents and FOSCR to clean up chemical incidents. I
8 was picked up for commissioning. And after OCS, well, I was sent
9 to school by the Coast Guard for earth science. After OCS, I
10 became an apprentice marine inspector in Sector Long Island Sound.
11 Began inspecting small passenger vessels there, T-Boats and K
12 Boats. And although I am not qualified K Boat, I am a qualified
13 T-Boat inspector. And doing port state control foreign vessels.
14 And took that -- from there, I went to MSU Texas City for my
15 second tour as a marine inspector, my journeyman tour. Started
16 out as the Port State Control Branch Chief. Did that for a year.
17 Qualified as a tank ship examiner, foreign passenger vessel
18 examiner, and foreign freight vessel examiner.

19 And then moved over to Domestics as the Domestics Branch
20 Chief. Qualified as barge inspector, dry dock inspector and hull
21 inspector there.

22 And then moved over, and I held on to those hats a little bit
23 for domestics, but also oversaw the Facilities Inspection Shop
24 there too. So did some waterfront facilities inspection and
25 regulatory work there and waterways management.

1 From there, I was sent to Coast Guard Headquarters, CG-REG,
2 which is the Regulatory Development Shop, and I spent 3 years
3 there. That was the -- I was there kind of at the beginning of
4 the deregulatory push coming out of Washington. So a lot of the
5 regulatory development work shifted into deregulatory work. I did
6 some work with some of the regulatory development there, but also
7 did a lot of work with ISO standards, particularly 24409-2, which
8 is the shipboard safety and firefighting sign standard. Basically
9 doing a rewrite of that.

10 So after 3 years at the Coast Guard Headquarters, I was
11 assigned as the supervisor of MSD Santa Barbara. Came here in
12 2018, so last summer, and have been here for just about a year and
13 a half now.

14 Q. How in terms of number of people, well, describe to me MSD
15 Santa Barbara in terms of number of people in the organization.

16 A. Sure.

17 Q. How are you set up?

18 A. So we have roughly 12 crew. It kind of fluctuates throughout
19 the season. We're down one chief petty officer right now, for
20 example. So that can -- that may go from 12 to 13, depending on.
21 And we've also gotten a couple of E3s that work with our housing
22 staff, which is not normal. So one of the things we also do, I
23 forgot to mention, was we have Coast Guard housing management. We
24 have eight Coast Guard owned houses that we also manage. And I
25 have a damage control man who runs that mission, and has two

1 individuals that work for him. So out of that 12 crew, most are
2 enlisted. And they do the general day-to-day pollution response,
3 pollution investigation, FOSCR mission, as I mentioned, using the
4 federal funds to clean up oil spills, things like that.

5 There are three warrant officers. One of the warrant
6 officers is a response warrant. So he is also FOSCR pollution
7 response, also represents the Coast Guard in a lot of drills and
8 exercises for facilities and the state, and works closely with the
9 state, our partners there.

10 The other two warrant officers, one is a, what's called an
11 MSSE, a marine safety specialist engineering specialty. He is a
12 vessel inspector as well as port state control officer. And the
13 other one is an MSSD, which is a marine safety deck warrant, who
14 is also a marine inspector. So out of the MSD, there are three of
15 us who are qualified marine inspectors. The two warrants do the
16 bulk of the field work. I get out when I can. I'm mainly
17 administrative most of the time.

18 Q. Okay. How big is the fleet, your local fleet that you do as
19 far as domestics?

20 A. Sure. Domestics local fleet is roughly 74 vessels, and
21 that's mainly T-Boats. We have one or two offshore supply
22 vessels. 74 -- I may be messing that number up, missing 1 or 2.
23 But give or take a couple vessels, that's roughly the size of our
24 fleet.

25 Q. Okay. You said mainly T-Boats.

1 A. Yes, sir.

2 Q. What kind of operations are they doing? I'm assuming no --

3 A. Sure.

4 Q. -- Truth Aquatics have dive boats. What --

5 A. Right.

6 Q. -- other operations were they doing, are they doing?

7 A. Mostly, like, fishing charters, whale watching, things like
8 that. So small passenger operations. We do have a couple of
9 Hydra Terra amphibious vessels as well that operate in Santa
10 Barbara. They are not Duck Boats. I was scared of that when I
11 first reported. They are not Duck Boats. I've inspected Duck
12 Boats before, and I'm not wild about them for many reasons. But
13 the Hydra Terras seem to be pretty good vessels.

14 Q. It's a Duck Boat-like vehicle?

15 A. Well, it's Duck Boat-like, and then it has four wheels, and
16 can drive on land. But the construction is completely different.
17 You could cut one of these in half, and both sides would float
18 just fine. It's --

19 Q. It's a tour boat?

20 A. It is. And they do tours within the C Buoy and Santa Barbara
21 Harbor. They don't go very far offshore.

22 Q. Okay. Of your T-Boats, how many of them are COI or how many
23 of them can do overnights?

24 A. I think we had 18, 18 or 19, and we have been onboard all of
25 those except for one since the Coast Guard CIC kicked off.

1 Q. Okay.

2 A. Personally, I went on nine of them.

3 Q. Okay. Since the *Conception*?

4 A. Since the *Conception*. Yes, sir.

5 Q. Okay. And how many -- how are those, again, if you could
6 give me a breakdown of what those do? Are those mostly fishing
7 boats or are they --

8 A. Mostly fishing.

9 Q. -- dive boats?

10 A. Yes, sir. Mostly fishing. We do have a couple of dive
11 vessels. Two more in the Truth Aquatics, the *Truth*, *Vision*, which
12 we've been on with a fine-tooth comb at this point. We also have
13 a couple out of Ventura in Channel Islands Harbor. The *Specter* is
14 one that comes to mind. But there's a handful around. Most of
15 our vessels are overnight fishing. They're not dive vessels.

16 Q. Okay. So how many are dive vessels? Four?

17 A. I can't give you an exact number. I can't remember off the
18 top of my head.

19 Q. Okay.

20 A. Four or five, something like that, yes, sir.

21 Q. Okay. So you mentioned deck inspector and an engineering --

22 A. Yes.

23 Q. -- essentially deck inspector, engineering inspector. Have
24 you ever had a issue with being able to cover your fleet as far as
25 doing certificate inspections, annual inspections with the number

1 of people you have?

2 A. Specifically, no. It is a stretch sometimes because we're a
3 detachment, we're small, and there's only a handful of us that can
4 do the inspections. We occasionally have to shift our schedules
5 around. And usually with the annual leeway that you get, you
6 know, 90 days either side of the anniversary date of the annual
7 inspection on the T-Boat for the COI, that gives us enough leeway
8 to be able to push -- put those in to our calendar. The problems
9 we run into are when our operators want to wait to the last
10 minute, either on the drop-dead date for the renewal, the COI or
11 the annual. That doesn't happen all that often. We keep a pretty
12 good dialog with most of our operators, and that dialog has
13 increased significantly since the *Conception*. But we -- it can be
14 a stretch occasionally, but if we do need extra support, we do
15 have a Sector also to send up people to help us out if need be.

16 Q. So it's not unusual to have, well, a Sector come up to
17 support, if you need them?

18 A. It's not common, but it's something that we can do, if we
19 need it.

20 Q. Okay. And how many times have you had to do that say in the
21 last 12 months?

22 A. That's a good question. Once or twice. And I can't even say
23 that all of those have been for T-Boats. Usually it's for Port
24 State. We need a chem examiner or something like -- a chem vessel
25 examiner. But we have a qualified chem. Inspector now, so it's no

1 longer a problem. But it's usually for Port State, not
2 necessarily for our domestics fleet.

3 Q. Okay. How many -- you mentioned your AOR. How many ports do
4 you have?

5 A. So for the term port we only have one true port, which is
6 Port Hueneme. But for our harbors where we see our passenger
7 vessel operations out of, Ventura Harbor, Channel Islands Harbor,
8 Santa Barbara Harbor, San Luis Obispo, and Morro Bay.

9 Q. Okay.

10 A. Are our main points of operation.

11 Q. Is the -- how busy is Hueneme? Is that taking commercial
12 traffic in and out?

13 A. It is. It is. So the Navy side of the house, which I'm sure
14 you're quite familiar with. And then there's also the civilian
15 port side. We do a fair amount of Port State control there where
16 we're boarding the foreign ships doing either examinations or
17 ISMAS follow-ups, things like, you know, anything that has to do
18 with that. And then also we manage the security and safety side
19 of the port itself. So we have a facility security plan, a
20 facility response plan, all of that, that we maintain an
21 inspection schedule with the port itself.

22 Q. Okay. And you may have told me this already, but is your
23 same warrant inspector and yourself covering the port state
24 control side as well as the domestic side?

25 A. Yes. But also --

1 Q. Okay.

2 A. -- our enlisted crew, several of them have qualifications so
3 they can support the team. They don't lead the teams, but they
4 can support the team. So we have typically enough bodies to fill
5 the roles port state control examinations. And but occasionally
6 we do need support from Sector on those. And those are the main
7 points where we find ourselves needing support.

8 Q. As far as T-Boat inspections, is it normally one of the
9 warrant officers goes out, both of them, the one? Explain to me.

10 A. Sure.

11 Q. The team that you send out for a typical inspection.

12 A. Certainly. We do our best to maintain two-person integrity.
13 That's not necessarily for the inspection itself, but also for the
14 safety side. So we don't get, you know, someone is not alone.
15 That's not always possible with the size of our crew, but we do
16 our best to make sure that it's as best we can we have two-person
17 integrity on our inspections.

18 Q. Is that second person generally an enlisted member?

19 A. It can be. Generally, it's the other warrant or myself.

20 Q. All right.

21 A. And it's less often is it me. More often the two warrants
22 would go out and do inspections together.

23 Q. And they can cover all the, all the T-Boats that they need
24 to?

25 A. Day-by-day, yes, generally.

1 Q. Okay. From the COI on the *Conception* and the Warrant Officer

2 [REDACTED] --

3 A. Yes.

4 Q. -- was the signatory on the annual. The other warrant
5 officer, did he go along do you know for the last inspection?

6 A. I do not know, but I do not believe so.

7 Q. Okay.

8 A. And that's probably because of -- and this is kind of
9 speculation, but it's probably because of the proximity to Truth
10 Aquatics. We just walk over there from our office.

11 Q. Oh, okay. So generally speaking for Truth Aquatics, because
12 of its location, it was done with a single inspector?

13 A. To the best of my knowledge, yes.

14 Q. Okay. All right. Do you know if the other Warrant ever did
15 an inspection on -- or participated in an inspection on --

16 A. I looked back in the records, and I didn't see any mention of
17 it anywhere. So I don't know, and I don't believe so.

18 Q. Okay. All right. To your best of your knowledge Warrant
19 Officer [REDACTED], is he fully qualified --

20 A. Yes.

21 Q. -- as a T-Boat inspector?

22 A. Absolutely .

23 Q. Let me back up a little bit because as Adam mentioned before
24 we got started, we're learning about how inspections are
25 conducted. Is there separate qualifications for old T and new T

1 or is it all one --

2 A. No. It's all one.

3 Q. Okay. And you mentioned apprentice, journeymen. Can you
4 explain those a little bit better as far as what's the --

5 A. Sure.

6 Q. -- how those levels work, and what their level of authority
7 is?

8 A. Right. Apprentice is basically your footsteps into marine
9 inspections. I want to clarify one thing. On T-Boat inspections,
10 we do have subsets for wood hull and sail rigging. So there are
11 two separate things for that.

12 Q. I see.

13 A. But it wouldn't come into play with the *Conception*.

14 Q. So if I can stop just a second.

15 A. Sure.

16 Q. So even a -- so a glass -- or a glass covered wood boat --

17 A. Sure.

18 Q. -- is not considered a wood boat in terms of a separate --
19 that's like a plank type boat, is that correct?

20 A. That we -- honestly, looking at it, I would -- from the
21 outside, I would consider it FRP, fiber reinforced plastic or
22 something like that.

23 Q. Okay.

24 A. But it, being that it was a unique build with that wood and
25 the glass over, I'll be honest, I didn't know the hull

1 construction before the casualty. And I don't think that would
2 have played into [REDACTED] doing the inspection. [REDACTED] was
3 fully qualified, and to the best of my knowledge has all of the
4 knowledge that he needs to inspect those vessels or had it at the
5 time as well.

6 Q. Okay.

7 A. So I never questioned his ability to inspect those vessels,
8 and I never had a reason to.

9 Q. Okay.

10 A. But when we're doing our initial steps, and learning T-Boats,
11 and -- and not just T-Boats but vessel inspections in general,
12 like, moving into barges and things like that, more industrial
13 capacities, we go to reinspection school in Yorktown, Virginia,
14 and part of the training is on different hull types. So we go
15 through fiberglass. We go through wood to an extent. And we go
16 through steel and aluminum, different requirements with different
17 materials, but it's covered under the same training program.

18 The subsets of wood and sail rigging are actually more recent
19 additions. Those of us who qualified even just a few years ago
20 didn't have that initially. And I qualified initially on T-Boats
21 in Long Island Sound. And a large part of our fleet was wood
22 hull, and we inspected vessels in Mystic Seaport, which were all
23 these vintage vessels, some of them quite, quite old. One of them
24 actually a whaling ship from the 1800s. So we were all involved
25 in doing those inspections, and there was not a subset at that

1 time, at least that I was aware of at that time. And so, yeah,
2 that -- just little further breakdown of those subsets, and
3 actually moving into apprentice, again. So the apprentice you're
4 basically expected to be in your unit and learn as an apprentice.
5 It's in the name basically. That you're there to learn the
6 baseline of marine inspections, learn how the program works, to
7 shadow the more experienced marine inspectors, which are typically
8 warrant officers, who have a good deal of enlisted time and then
9 moved in marine inspections beyond that.

10 And as junior officers, it's -- some of us are prior
11 enlisted. I have that time, but not all of us do. So that time
12 is valuable. That's also as an -- also as an apprentice, you end
13 up fielding a lot of collateral duties, and other extra stuff,
14 which is just typical of the job of being an officer in the
15 military in general.

16 And so your baseline qualifications typically, depending on
17 which unit you're at, and if it's what we term a feeder port,
18 which means it's a good training port, it's -- you start with T-
19 Boat or you may start with barge inspection. Being that I was on
20 Long Island Sound, we didn't have barges. We had one or two, but
21 they were done elsewhere. And it wasn't until I returned to the
22 Gulf because I was there enlisted, and I returned as a JO for my
23 journeyman tour that I really dug into barges and steel -- heavy
24 steel hulls, things like that. But the apprentice tour, the
25 purpose is to get your baseline qualifications, to get your foot

1 in the door. The journeyman tour, you're really taking more of a
2 leadership role, and starting to not only know the mission, but
3 manage the mission, and push the people to do the mission, and
4 probably start arranging for training of the apprentices at that
5 point as well, which I certainly did when I was in Texas City.
6 And then moving beyond that, taking more of an administrative
7 slash leadership role in the mission itself.

8 There is a separate level of -- once you gain your major
9 qualification, which hull inspector, marine -- machinery, a couple
10 of other major qualifications, you can get certified as a advanced
11 journeyman marine inspector, which is just that next step. And
12 then the step beyond that is master marine inspector, which we
13 don't have a whole lot of those?

14 Q. What level was Warrant Officer [REDACTED] at? Do you know?

15 A. I believe he was advanced journeyman.

16 Q. Advanced journeyman?

17 A. Yes.

18 Q. Okay. An so each type if vessel, regulatory type of
19 vessel --

20 A. Yes.

21 Q. -- has a separate qualification?

22 A. Yes. Yes. In a nutshell, yes.

23 Q. Okay. And if I'm understanding correctly, at least depending
24 on -- port dependent, generally 'T' is the -- one of the first
25 qualifications?

1 A. It is.

2 Q. And how long does it normally take to get that qualification?

3 A. It depends on the port you're at. It could take -- and also
4 your experience level leading up to that. Some of our enlisted
5 crew do have experience with it. So whenever they either go
6 warrant of junior officer it's much easier for them. But I would
7 say roughly depending on the feeder port, depending on the marine
8 inspection training officer who is managing the program, I would
9 say it's probably -- I'm kind of speculating. I'd say 6 to 9
10 months roughly.

11 Q. Okay. And prior that, is that person authorized to go out
12 and conduct an inspection without a qualified person?

13 A. No.

14 Q. Okay.

15 A. No, they are not.

16 Q. Do you ever get apprentices at Santa Barbara or is that --

17 A. It would be rare for an apprentice to be sent to a
18 detachment. The detachment in and of itself is supposed to be
19 able to operate as an extension of the Prevention Department, and
20 we don't really have the capability to train individuals. Well, I
21 won't say that. We do train. But to train a baseline marine
22 inspector would be very difficult for us to do.

23 Q. Okay. My Navy background qualification was under personnel
24 qualification standard. The --

25 A. Yes.

1 Q. -- the same for the Coast Guard, U.S.?

2 A. Yes. It is.

3 Q. Can I assume, sir, a qualification as a T-Boat inspector is a
4 specific PQS?

5 A. It is.

6 Q. Is that correct?

7 A. Yes, sir.

8 Q. Is that standard Coast Guard-wide?

9 A. It is.

10 Q. Is it tailorable to a location?

11 A. There may be specifics of what you're looking at that are
12 tailorable to, but the regs are the regs, and the PQS is built off
13 the regulations. So whereas when I was in Long Island Sound we
14 may focus more on fiberglass and wood hull, down in the Gulf you
15 may, just because of your fleet, you may be looking more at steel
16 hulls or aluminum hulls. So tailorable in that sense that it may
17 be dictated by your fleet in what you're looking at, what you have
18 the ability to look at. That being said, I, myself, benefited
19 from going to other surrounding units to see different vessel
20 types. So we do that as much as we can for our break-in marine
21 inspectors, who are in training, to go see different vessel types,
22 different builds, so that they know the different things that are
23 out there. Because we recognize that these individuals aren't
24 going to stay at the unit that they're at. As an officer we have
25 probably 3 years in general --

1 Q. Sure.

2 A. -- to be there, maybe 4. So they're going to go elsewhere.
3 They're going to see different vessel types, and so we want them
4 to be able to be good at that.

5 Q. That leads into my next question, which is if you report to a
6 new command, do you have to requalify?

7 A. Yes.

8 Q. You do?

9 A. Well, it's not a requalification. It's a recertification.
10 What we do here, and it's pretty much the same everywhere I've
11 been, it's -- the recert process is you would go out with a
12 qualified marine inspector and you would run the inspection under
13 their observation. And then at the end of that, they would fill
14 out a form. We call it an IPAT. To be honest, I don't remember
15 what it stands for. But the IPAT form basically is their ranking
16 of you, and how you did on that inspection activity. And then
17 they either recommend you, yea or nay, to the -- to whoever is
18 holding the power to give you a recertification letter. Here
19 that is the Chief of Inspections, Lieutenant Commander [REDACTED]. And
20 that recert letter would be issued by that individual, here
21 Mr. [REDACTED].

22 Q. Is that -- you said IPAD, IPAD?

23 A. IPAT, PAT, I-P-A-T.

24 Q. Is that form Sector specific or is that Coast Guard-wide?

25 A. Honestly, I don't know the answer to that.

1 Q. Okay.

2 A. It's, as I mentioned, I'm sorry, we -- we've done some IPATs
3 recently with one of our -- Chief Warrant Officer [REDACTED], he's
4 our MSSD. But I, honestly, the forms didn't go through me. They
5 -- after they were done, they sent them directly to the CID, which
6 is Chief of Inspection --

7 Q. Okay. So you're kind of getting into my next sort of line of
8 questioning. Who -- when someone is doing their PQS, their
9 initial PQS, who can sign a line item on that?

10 A. We have verification officers that are allowed, basically,
11 they're known to be proficient at their job, and they're
12 designated by the CID or the Prevention Department to sign.

13 Q. So it's generally an inspector that works that at AOR?

14 A. Generally, yes.

15 Q. Okay. And then once an inspector has completed a PQS, at
16 least the line items, who approves the --

17 A. So once the PQS is entirely complete?

18 Q. Right.

19 A. So after that, what we do is submit a request for an oral
20 board, and then that -- the chain of command will review the PQS,
21 make sure it is complete. If they have any questions, they'll
22 send it back. And then once it's approved for an oral board the
23 -- whoever it is that's trying to get qualified, will sit down
24 with -- it's at least three qualified individuals, who will then
25 run them through the PQS, make sure that their knowledge is where

1 it needs to be for the baseline qualification?

2 Q. Okay. As the supervisor, MSD, what's your role in the PQS
3 process?

4 A. Minimal. Most of the qualification process is run through
5 Sector. We have a marine inspection training officer here, who
6 runs most of that program, even for us, not just for Sector. So a
7 lot of our communication, I'll be copied on it, but it goes
8 directly to Sector, generally.

9 Q. Okay.

10 A. I, being that I'm qualified in several areas, I may be on the
11 Qualification Board. All too often I am too busy to do that,
12 unfortunately. I'd prefer to --

13 Q. And that's the same with the requalification for the IPAT?

14 A. It is. Well, there's not typically a follow-on board. Once
15 you're qualified in the Coast Guard's eyes, you're qualified.
16 It's just double-checking your knowledge when you report to a new
17 area.

18 Q. But as far as the approval process, that's generally done
19 directly through Sector, and not through you?

20 A. Yes. It's not done through me.

21 Q. Okay.

22 A. I may forward the email off to Sector, but it's -- I'm not
23 the one approving it.

24 Q. Okay. You mentioned this before, but I want to just
25 reinforce this. You mentioned qualifications for Warrant Officer

1 [REDACTED], and say competency. Did you ever have any reason to
2 question his capability, competency as an inspector?

3 A. Never.

4 Q. Okay.

5 A. Not once.

6 Q. Okay. I want to switch gears, and talk about COIs. Again,
7 learning the process a little bit.

8 A. Sure.

9 Q. How is -- so let's say you go aboard, and whether it's a new
10 or a -- a new vessel or a regeneration of a -- a reinspection for
11 a COI --

12 A. Sure.

13 Q. -- once an inspection is complete how is that COI developed?

14 A. So you're talking about putting an initial COI on a vessel or
15 a -- an annual inspection for a COI that's already in place?

16 Q. Initial COI.

17 A. Okay. So initial COI, just say that the inspection was
18 passed successfully, maybe they had some items that needed to be
19 cleared up. For an initial COI it wouldn't necessarily be
20 deficiencies. It would be a worklist that the vessel would have
21 to work through and complete to come to the base level of
22 certification. Once they met all the requirements of Subchapter
23 T, and for a new COI that would obviously be new T at this point,
24 then the COI would be generated and MISLE'd, and the activity
25 would be -- from the detachment would be forwarded to Sector. And

1 those activities get forwarded at this time to the Assistant Chief
2 of Inspections, which is a civilian that works here, Terry
3 McQuigan. I don't know if you've had a chance to speak with him.
4 He reviews the activities, generates the COI, and then it
5 eventually gets signed by the OCMI here at Sector.

6 Q. Okay. How does the -- each COI that I've reviewed has in the
7 -- it's not really the remarks section, but has special comments
8 or special requirements --

9 A. Routes and conditions?

10 Q. -- will include, will include, yeah, routes and conditions.

11 A. Yes.

12 Q. How are those generated? I mean, how -- what's the process
13 for developing those?

14 A. Well, the Sector has an MMS, a Mission Management System, and
15 a work instruction that outlines the routes and conditions and
16 developing those for the individual COIs. So what we would do is
17 we would look at the requirements, and we'd look at the intended
18 route of the vessel. So do they want to go oceans route, limited
19 coast-wise, protected water? Where are they going to go? What do
20 they want to do? We would look at the requirements in the
21 regulations. We look at -- there's a lot that we look at. And
22 then the routes and conditions is that block that says, okay, you
23 want to do this, well, you've got to do these things while you're
24 doing this mission. And that block would be generated that way.
25 And we try -- and this is usually Sector-by-Sector. I've seen it

1 differently every Sector I've gone to, but it's always -- it's
2 generally the same thing, just kind of in a different way. It's
3 preference on the Sector commander or the Prevention Department
4 how it reads. And that's where the work instruction comes in.
5 Like, how are we going to -- what verbiage are we going to use to
6 communicate that they've got to have this condition if they're
7 going to do this type of route.

8 Q. Once the COI is generated, how is that transmitted back to
9 the owner? Is it just mailed to them, handed to them? Is it
10 reviewed by the inspector?

11 A. Little bit of everything. Sometimes it can be, it can be
12 mailed directly to. A lot of times it will be sent to the MSD,
13 and we will hand deliver it. If it's basically just a renewal,
14 the vessel's already got a COI, then it will -- honestly, I don't
15 know if they're mailing them directly there or if they're -- I
16 think they're mailing them directly to the vessel. I could be
17 wrong about that. Mr. [REDACTED] may have more information on that. The
18 long short of that it does not come across my desk. So it -- but
19 it either makes it through by our warrant officers handing it to
20 the vessel owner operator or by direct mail.

21 Q. Okay. Every T-Boat COI we've looked at has a comment about
22 having a roving patrol or --

23 A. Yes.

24 Q. -- something to that effect.

25 A. Yes.

1 Q. COIs generally don't state every requirement out of the T
2 regs.

3 A. Sure.

4 Q. So in a way, that's unusual that you have something from the
5 T regs that's printed on to the COI. Do you have any idea why
6 that particular --

7 A. Sure.

8 Q. -- statement is there when other statements aren't?

9 A. Well, and I've seen it in other places. I think -- now this
10 is going back years, but Long Island Sound, I think we had it on
11 several of our COIs there. But it's stated directly in the T
12 regulations that if the vessel is carrying over nine passengers,
13 they shall have an overnight roving watch. So whoever was
14 developing those routes and conditions here saw it necessary to
15 have those in the COIs, and personally I'm glad they did. But
16 it's -- it doesn't surprise me. It doesn't strike me as odd to
17 see it in the COI either.

18 Q. Yeah. You mentioned, I think, when you're talking about
19 development of a COI the word development. One thing we've seen
20 in looking at COIs is that the phraseology for that roving patrol
21 because actually it varies.

22 A. Sure.

23 Q. And maybe this isn't covered at the detachment level, but do
24 you know why there might be variances between that statement on
25 various --

1 A. Like, just how it reads?

2 Q. How it reads, exactly.

3 A. My best guess would be it depends on what -- when it was
4 initially generated. Probably someone thought it sounded better
5 worded a different way. I will say this about the routes and
6 conditions too, and I know I wasn't really clear on that
7 initially, but the routes and conditions are our chance to
8 communicate any other requirements that aren't expressly listed in
9 the rest of the COI. Like, we know you've got to have a captain
10 and a licensed -- or a second captain and a licensed deckhand or
11 -- and two deckhands, but that manning doesn't say anything
12 specifically about make sure you're doing your roving watch. And
13 that's where we would take the opportunity in the routes and
14 conditions to communicate that requirement. And, yeah, so as far
15 as how they
16 -- why they would read differently, the only thing I can think of
17 is the generated different times under different people.

18 Q. Okay. Getting to that, again, that phrase about the roving
19 watch on the COI, that's an operational requirement.

20 A. Sure.

21 Q. How does an inspector going onboard the vessel verify that,
22 that --

23 A. Sure.

24 Q. -- part of the COI is being complied with?

25 A. Yeah. We've wrestled with this since the *Conception*.

1 Because we see that as, well, the regs are -- we recognize there
2 are limitations in the regs. We can't regulate every eventuality
3 on a vessel. We know that. The one thing that we can place on
4 top of those regulations is the human factor. And how we hold
5 them accountable is that the master of the vessel holds a license
6 that is issued to that individual by the Coast Guard that we can
7 then enforce against if they fail to meet these requirements. So
8 how do we verify that that operational requirement is being met is
9 to ensure that the captain has knowledge, the captain is licensed,
10 has been through testing, has been through physicals, has been
11 through time at sea. And there's a certain measure of trust that
12 goes into having a licensed individuals that they're going to do
13 the job that they have said that they will do.

14 And, personally, after the *Conception*, I had, and I've shared
15 this with a couple folks, I had a bit of a crisis of faith because
16 looking at what happened on the *Conception*, and recognizing what
17 happened, and what was supposed to be getting done, and what was
18 not being done onboard the vessel from what we discovered from the
19 interviews, seeing that this very overt requirement was not being
20 met, and we had every reason to believe that it was being met, was
21 distressing for me personally. And I haven't really had a chance
22 to really speak to [REDACTED] about it, but it has to be for him.

23 But for [REDACTED] (ph.), the MSSE, and [REDACTED], the
24 MSSD, we've talked for hours on this. Like, how do we -- how can
25 we trust our captains to do their job? Because in the end, I know

1 we talked about this a lot previously in the days after the
2 incident, but the boat we see on that day is the boat we see on
3 that day. What the captain tells us he's doing and is going to do
4 on that day is what he tells us he's going to do that day.

5 We have these good faith measures that the captain is going
6 to do what they are licensed to do. And that, obviously, wasn't
7 happening. And I've had -- I've done a lot of questioning, like,
8 how can I, how can I trust anyone to do what I as the Coast Guard
9 Marine Inspector, as an officer in the Coast Guard in general, how
10 can I trust anyone to do what they're telling me that they're
11 supposed -- that they are doing, whether it's a requirement or
12 whether it's just good marine practice?

13 Q. So let me ask the tough question. Prior to the *Conception*,
14 even right now, is there a way to verify or is -- are inspectors
15 able to verify that a roving watch is being conducted --

16 A. Short --

17 Q. -- whenever there are passengers onboard?

18 A. Short of getting on a boat, and going out at night when
19 passengers are asleep below deck, accommodations and places may be
20 occupied, for the marine inspector directly, no. But one of the
21 discussions that we've been having is, is there a way that we can
22 partner with our small load stations and patrol boats that they
23 can do those checks to make sure that that is happening? And the
24 short answer is yes with a big if, and that's if they're free.
25 The small load stations and the patrol boats are just as busy and

1 just as taxed with their standard primary missions as we are. So
2 giving them an extra requirement is -- I don't know if that's a
3 good answer or not. It's a possibility.

4 Q. Are boats required to keep watch logs?

5 A. So there's -- logging requirements are sparse on T-Boats. We
6 have started talking to our captains since the *Conception* about
7 keeping more thorough logs saying who is on watch, when, that kind
8 of thing, to -- basically for accountability purposes. And the
9 discussion that we've been having with a lot of our ship captains
10 is a lot of them have been coming to us directly, and say, I don't
11 want that to be me. How do I do this? And so we've been having
12 very frank discussions with a lot of people because word spreads
13 fast and everyone knows what was happening and what did happen.
14 So we've had very frank discussions about how can they -- how can
15 the captain make sure that if something is not being done that was
16 supposed to be getting done, and it wasn't, you know, he had
17 Deckhand A doing it, how do we verify that? Well, you log it.
18 You log that Deckhand A was on watch. And if the watch didn't get
19 done, then you have someone to hold accountable for not doing
20 their job.

21 But that log requirement is not -- that logging evolution is
22 not required by the T-Boat regs.

23 Q. Would it -- this is an opinion question. Would that help in
24 the verification process do you think?

25 A. It could assist. It's probably part of a bigger picture of

1 verifying that what's getting done is -- or what should be getting
2 done is actually getting done. It's not the end all, be all for
3 it, but I think it could help. And, again, as you said, that's an
4 opinion. I can't really -- it's an assumption that if you're
5 being directly -- if it's on paper that you're accountable for it,
6 I would hope that that would spur someone to do the right thing.

7 Q. Sure. Talked about Truth Aquatics a little bit. From an
8 inspection standpoint prior to this accident, were they a
9 compliant company would you say in terms of regulation? Were they
10 a problem company? How would you describe Truth Aquatics?

11 A. Generally compliant. I never had any direct problems with
12 them, and I don't know that supervisors before me did either.
13 There were things found on the vessel during inspections, previous
14 inspections, that were corrected. A couple of times they had
15 notes on deteriorated life saving gear, things like that. They
16 were replaced. So the inspectors were finding things, and the
17 repairs that were being pointed out were being taken care of. We
18 have found since the casualty, and I know we're speaking before
19 the casualty, we have found since that there were some alterations
20 being done to certain systems onboard that weren't necessarily
21 being communicated to us at the local level.

22 That's distressing, but nothing that we've found has been an
23 absolute game stopper, the oh, my god moment. I can't believe you
24 did this. Just the items like you -- when you're doing this, you
25 need to call us so that we can review, and make sure that nothing

1 else needs to happen. We don't need plan review. Don't need
2 further construction oversight, that kind of stuff.

3 Q. Was the owner responsive to all? When the discrepancy was
4 found, were they responsive? Did they correct them?

5 A. To the best of my knowledge, yes.

6 Q. Okay. Did they ever appeal a discrepancy to your knowledge?

7 A. I'm not sure.

8 Q. Okay. I want to jump back actually to Warrant Officer [REDACTED].
9 For his inspections, did he have -- did he ever have appeals on
10 any of his determinations that you remember?

11 A. None while I was here. So none that I know of.

12 Q. So across the fleet he didn't have any appeals on any of his?

13 A. Correct.

14 Q. Okay. Lost my train of thought. Sorry. You mentioned that
15 post-accident you found some things that were done -- alterations.

16 A. Sure.

17 Q. As I read the regulations, I'll use the example electrical
18 system --

19 A. Um-hmm, sure.

20 Q. -- that's a very easy one. The regulations say with -- you
21 must inform the Coast Guard with the exceptions of replacement in
22 kind.

23 A. Right.

24 Q. What's your understanding of what replacement in kind means?

25 A. It's, yeah, so sometimes you can actually do a true

1 replacement in kind. I've got a microwave, a Panasonic microwave.
2 It broke down. So I'm ripping this Panasonic microwave out, and
3 putting a new Panasonic microwave in that's exact same model,
4 exact. That's replacement in kind. Generally, even when things
5 like that are happening, we would like to have that dialog just to
6 know it's happening. Because when we go onboard and say that
7 looks new, what's up, that we can -- we would already know about
8 it. So generally they -- we expect to have that running dialog of
9 this equipment is broken. I have the exact same one. I'm going
10 to pull it out. Ovens. Maybe even a -- for a dive maybe even a
11 compressor or nitrox or something like that. I would hope -- and,
12 again, it comes back to the how do you know people are doing the
13 right thing when you're not there? Like, well, it's our hope that
14 they're communicating these requirements because they know that
15 the Coast Guard owns that COI. The Coast Guard owns the license
16 for the mariner. So any changes onboard the vessel or any changes
17 with the mariner need to be communicated to the Coast Guard.
18 That's -- how do we verify that? It's tough.

19 Q. Yeah. You mentioned the running dialog. How is that running
20 dialog reported or tracked?

21 A. So what we would hope would happen is that the inspectors are
22 putting a note in MISLE, our database, or opening an
23 administrative activity. Now, if it's truly a replacement in
24 kind, it doesn't matter. It's not a big deal. Then you may or
25 may not see a note on that. But if you're -- I'm running a new

1 wire from the stern all the way forward to the -- ahead of the
2 collision bulkhead, then that's something you're going to see
3 follow-up on from a marine inspector, and you should see an
4 activity in MISLE to reflect that.

5 Q. In our interviews with the crew, they mentioned replacing the
6 light fixtures.

7 A. Yes.

8 Q. Would you consider that a reportable replacement or is that
9 -- would that be a -- would you consider that replacement in kind?
10 I'm just trying to get a sense of --

11 A. Right. I wouldn't consider it replacement in kind because
12 they had talked about replacing their standard lights with LED
13 lights. And I would have expected a phone call and a follow-up.
14 And a follow-up on something like that for us is easy because
15 we're right next door. Literally walk onboard and say, oh, what
16 you putting in? Oh, okay. Well, let me see the manufacturer, you
17 know, voltage draw, amperage draw, things like that. And compare
18 it to the old one. See if it's -- in our inspection's opinion
19 it's going to be a problem or something that needs plan review or
20 follow-up on.

21 It's doubtful that something like that would require
22 extensive follow-up, but it's always possible, especially if
23 they're having to replace wires to get the thing in. And so it's
24 -- it would need to be looked at.

25 Q. Okay. And you have experience essentially on every coast.

1 Is your experience is that sort of your understanding of
2 replacement in kind and what's reportable, is that pretty standard
3 throughout the Coast Guard? Does it vary from Sector-to-Sector?

4 A. To my understanding, it's pretty standard.

5 Q. Okay. As far as inspecting T-Boats, are there any -- do you
6 have any local procedures for Santa Barbara? Are there any Sector
7 procedures specific to this Sector as far as conducting T-Boat
8 inspections?

9 A. As far as like, well, I can just kind of run through how this
10 -- from scheduling too --

11 Q. Yeah. That helps.

12 A. -- processing. So we'll -- we keep tabs on our fleets
13 because it's small, and they all know us anyway. So we know if --
14 we keep a spreadsheet. We know if annuals are coming up, things
15 like that. But it's not -- generally we don't have to reach out
16 to them. They call us. Say, hey, my annual is coming up. Let's
17 schedule this. And we -- so we set date. On that date, we go
18 out. We do our inspection. Once we get our findings, if we have
19 deficiencies prior to the approval of the inspection, the
20 deficiencies will be worked on and cleared or we'll find some sort
21 of work plan or something for whatever is going on, on the vessel
22 or if something needs to be -- a requirement needs to be pushed
23 forward to the next dry dock, then we work on that.

24 But anyway, aside from that, all those requirements aside,
25 all those eventualities of the inspection aside, once we have

1 deemed the vessel to be -- ready to be renewed or the annual to be
2 signed off on. So an annual is slightly different than a renewal.
3 Obviously, the annual would just be signed by the inspector
4 onboard. And then go back to the unit. The activity would be
5 done in our MISLE database. And, generally, we try to do a peer
6 review of our activities. To the best of my knowledge that
7 happens. I'm not involved in that directly myself. Only rarely
8 I'm asked to review an activity.

9 Q. What's a peer review?

10 A. They'll just have the other warrant officer take a look at it
11 to make sure that they've checked all the boxes and everything's
12 good. And then it will be closed out locally. That's for an
13 annual. I do know that there was a requirement for the updating
14 of the annual dates in MISLE that was not being followed correctly
15 as laid out by our *Marine Safety Manual*. The inspectors were
16 following Sector policy, which didn't necessarily match what the
17 *Marine Safety Manual* required, but that's -- it came down to a
18 paperwork burden and, honestly, I'm not too up-to-speed on that,
19 but I do know it was happening. I know now that it was happening.

20 Q. Just a -- yeah, just a quick aside.

21 A. Sure.

22 Q. Did that have any effect on the conduct of --

23 A. No. None. It didn't affect the inspection at all.

24 Q. -- the inspections. Okay.

25 A. Didn't affect the inspection at all. It's a paperwork

1 exercise.

2 Q. Okay.

3 A. But it's unfortunate that after the casualty that came to
4 light because, honestly, I didn't have an answer for it because I
5 didn't know it was happening at that time. Because the processing
6 for the COIs was not done through me. But that's really neither
7 here nor there. But as you said it didn't affect the inspection.

8 So, anyway, back to the processing. If it is a renewal, at
9 that point once the activity is completed in MISLE, everything's
10 cleared that needs to be cleared, and it's ready for signature by
11 the command, the activity is forwarded directly to the Assistant
12 Chief of Inspections here in Sector from the inspector who did the
13 inspection. And I am almost always copied on that email. I'll
14 say always copied on that email, say, and it's a short email.
15 This vessel was inspected. This is the activity. Now it's ready
16 for processing. And the Assistant Chief of Inspections gets --
17 sends a reply, roger, processing that, whatever. And then it's --
18 the COI is printed here at Sector, and sent out for signature.

19 Q. Okay. Would you say that's pretty standard procedure Coast
20 Guard-wide? I mean --

21 A. I can't speak to every detachment. I can speak to when I was
22 in Long Island Sound I dealt with some of the COIs from -- coming
23 from our detachment in Coram, and we kind of did a similar
24 process.

25 Q. You mentioned the peer review process. Is that a Coast

1 Guard-wide process, from your experience?

2 A. I've never -- generally, I would say to the best of my
3 knowledge generally.

4 Q. Okay. I only have one or two questions maybe. For the T-
5 Boat inspections, any inspection, do you get underway? Do your
6 inspectors get underway?

7 A. Yes. Well, it depends on -- for a renewal, yes. You're
8 getting underway, you're doing man overboard drills, you're doing
9 fire drills. One of the things that we have identified since the
10 *Conception* that we were kind of lacking on is abandon ship drills,
11 and evacuation like getting out of the accommodations space. So
12 we have increased our focus on that evolution since the casualty.
13 But I don't -- my personal opinion is it didn't -- it wasn't a
14 factor in the *Conception* casualty. But it is, you know, if we
15 identify a weak spot, we've done our best to shore it up. But,
16 yes, the short answer is, yes, we do get underway and do drills.

17 Q. And then another follow-up here. You mentioned generally
18 speaking with the Truth boat -- Truth Aquatics boats being they
19 are so close to the MSD one inspector will do the inspection. Is
20 that strictly for the annuals or for the -- was that for the
21 renewals as well?

22 A. I can't speak to the renewals. I wasn't here for a renewal.
23 We try to do two-person accountability mainly for safety. And
24 it's if Sector wants us to do two-person accountability, it's
25 understandable, and we do our best. Being how small we are, if we

1 have inspections scattered all over the place, we may not
2 necessarily be able to do that on all of our activities, but we do
3 our best to do two-person. So that being said, I can't speak to
4 if anyone was with [REDACTED] when he did the last annual aboard
5 the ship.

6 Q. And he was the inspector of record, I guess. I don't know
7 how to state it. For the last three --

8 A. Yes, he was.

9 Q. -- inspections. Is it typical to have the same inspector go
10 to the same boat each time?

11 A. It's not atypical. I'll say that. From our detachment, I
12 would say you'll probably see it at the smaller units more that
13 way just because we only have a handful of people to do the
14 inspections.

15 Q. There's no Coast Guard policy on --

16 A. Not that I'm aware of.

17 Q. -- same or different inspector that handles --

18 A. Not that I'm aware of, no.

19 Q. Okay.

20 MR. EHLERS: That's all I have for now. I may have some
21 follow-up for you, [REDACTED].

22 MR. PRICE LARSON: Sure. Certainly.

23 BY MR. TUCKER:

24 Q. Yeah. Thanks again for talking with us.

25 A. Sure.

1 Q. My name is Adam Tucker. I'm with the National Transportation
2 Safety Board. Couple follow-ups, and likely after this round of
3 questioning, I'll have another few --

4 A. Sure.

5 Q. -- small follow-ups. First, you mentioned you've been at the
6 MSD for about one and a half years.

7 A. Yes.

8 Q. And I know traditionally in Coast Guard people rotate out
9 every 3 years.

10 A. Um-hmm.

11 Q. Question is did you have any type of, like, overlap or relief
12 with the last -- with the supervisor that you relieved?

13 A. I did a one-day relief, and then he transferred out. And I
14 would say that that's not unusual, and I don't see that as a
15 difficulty because the same policies that we run for -- well, I
16 will say this. It's more of a difficulty on the administrative
17 burden side of the unit than it is on inspections missions, which
18 are response missions, things like that. Because administratively
19 different units have to run differently depending on where they
20 are just because different areas require different things. And
21 being that we had a housing management mission and all kinds of
22 stuff, that very short overlap can cause problems with that. But
23 the inspections mission was running when I got here, and I didn't
24 have any reason to question it. And to be honest, I haven't seen
25 anything since then that made me question it either. Even

1 including the *Conception* casualty I haven't seen any shortfalls
2 there that I believe led to the casualty. Definitely things that
3 we could shore up and make better because we can always be better.
4 But I -- it's my opinion that the inspections program that was
5 running when I got here, and that it's still running now, is not
6 what led to the casualty.

7 Q. Understood. But just to that note. So you had a one-day
8 relief.

9 A. Yes.

10 Q. And I know that being a mariner myself, you may email and
11 have a couple of hours --

12 A. Right.

13 Q. -- where you kind of hit the high points and this and that.
14 So do they leave, like, handover notes for --

15 A. Yes. Yeah. Absolutely.

16 Q. Okay.

17 A. And, there's, as I mentioned also there's the Sectors Mission
18 Management System. The notes I got directly from the -- my
19 predecessor were not exhaustive, but I had all of our saved files
20 and our shared files for the unit electronically and physical
21 copies. I had the Mission Management System from Sector to tell
22 me how the processes worked between MSD and Sector.

23 Q. Yeah.

24 A. And then for the processes I was unsure about, I would just
25 basically call Sector, and ask how they wanted to see X, Y and Z,

1 and get an answer that way.

2 Q. Okay. And just verbally -- face-to-face or interacting on
3 that -- with that one-day relief, I believe you communicated, just
4 wanted to confirm though, had anything been communicated, like,
5 oh, this boat's a real problem or anything in that relative realm
6 at all?

7 A. Not specifically like that, no.

8 Q. Okay. Anything in general, like, I've got a -- these are my
9 concerns or these are some immediate kind of things that you must
10 do to address --

11 A. The concerns that were passed to me when I reported in were
12 personnel-related, not -- and they had nothing to do with [REDACTED]
13 [REDACTED] or any, actually any of the warrant officers. Had to do
14 with a couple of the enlisted members.

15 Q. Okay. That's fine. You mentioned files, and I know from our
16 initial day at the MSD --

17 A. Yes.

18 Q. -- there was a file on the *Conception* itself. Wasn't this --
19 for a vessel of that age, I would have expected a rather thick
20 file, but it was -- so what files are you required to maintain at
21 the MSD, and what do you --

22 A. Sure.

23 Q. -- do with the files that maybe are old and dated that you're
24 not required to maintain anymore at the MSD?

25 A. Well, anything that's old and dated that doesn't need to be

1 kept anymore would be archived, so sent to the archives. And we
2 do have a process for that. As far as specifically what's
3 required to be kept, I mean, I can't give you an exhaustive list
4 off the top of my head. But we keep copies of vessel plans as we
5 have them. Any major changes on the vessel over the years. And I
6 could go on, but I'd probably be wrong. But to be honest, I
7 depend on the inspectors to maintain a lot of that. And it's
8 actually up in the inspector's space. I don't know if you saw it
9 while you were there, up in their -- their kind of bullpen area
10 upstairs in our main office.

11 Q. No, no.

12 A. We have a locked closet that it stays locked all the time,
13 and has a file system inside that close.

14 Q. Yeah.

15 A. That's where we keep our vessel files. Yeah. Anything that
16 we receive over the years that is pertinent to the vessel
17 condition, we would keep in there, as well as the required plans
18 and records. All the rest of the files are kept electronically in
19 MISLE. And for certain vessel types, Marine Safety Center keeps
20 vessel plans, general arrangements, things like that, on file.
21 And, but, yeah. Trying to think of, like, what specifically we're
22 required to keep. Off top of my head, I can't --

23 Q. All right. Yeah, and we did see what you guys have there --

24 A. Yes.

25 Q. -- on the first day. So but you mentioned archives, things

1 get sent to archive.

2 A. Um-hmm.

3 Q. And this is a path we have not followed-up on yet.

4 A. Okay.

5 Q. But how do things get archived? Where do they go? Like, is
6 there some --

7 A. Sure. Well, we -- and this is mainly for -- this more often
8 gets done with, like, old case work for marine casualties and
9 pollution cases, things like that. After a certain number of
10 years we have set archive boxes, cardboard boxes, where things get
11 put in, and usually by date order. That box would then be mailed
12 to the national archives. And we have a process in place for
13 that. Any time I do it, honestly, I have to pull out the manual,
14 make sure I'm doing it right. I don't keep it off the top of my
15 head.

16 Q. Okay. And, again, because of the age of this boat, you
17 mentioned MISLE and things are maintained electronically. That's
18 now.

19 A. Right.

20 Q. But in 1981 --

21 A. It was not being done that way.

22 Q. Yeah.

23 A. You're right.

24 Q. So, I guess, all of this information is archived. And if you
25 don't know, that's fine.

1 A. Right. It's possible. But also because the vessel is local,
2 I would have expected a lot of those plans and files to be local.

3 Q. Okay.

4 A. Obviously, in reviewing the physical copies of the files that
5 we had there were several things missing.

6 Q. Yeah.

7 A. And we went to the owner to try to get copies of those. He
8 had some documentation, but also there were also some things
9 missing like electrical plans for the vessels.

10 Q. Yeah.

11 A. One of the requirements that we placed on the vessels, the
12 remaining vessels, the *Truth* and the *Vision*, were to have an
13 electrical plan created by a certified electrician, and also to do
14 a load analysis so that we would then have those going forward.
15 But it was obvious to me that there were some plans that were
16 missing, and I can't speak to when that happened. It's probably
17 well before my time. But certainly none of the plans were taken
18 out of the files in my time here.

19 Q. Okay. Understood. And we also mentioned, we also spoke on
20 the patrolman and the watchman.

21 A. Yes.

22 Q. And specific to that, are you aware of any type of marine
23 violations? And I'm probably going -- I'm not from the Coast
24 Guard so --

25 A. Sure.

1 Q. -- I'm probably going to get some words mixed up. And I'm
2 going to ask you some really dumb questions as well. But any type
3 of marine violation letters that were issued to Truth Aquatics
4 with any of the vessels? Are you aware of anything like that?

5 A. To the best of my knowledge, no.

6 Q. Okay.

7 A. Are you saying just in general?

8 Q. Yes.

9 A. Or -- okay. In general, I can't think of any. It's possible
10 that there were some in the past.

11 Q. Okay.

12 A. Some enforcement action was taken against them, but I can't
13 think of it off the top of my head.

14 Q. Okay.

15 A. And a quick view of the vessel histories or quick view --
16 I've looked at vessel histories quite a bit, particularly the last
17 several years. I didn't see anything in the last 5, 6, 7 years
18 that peaked my interest in that regard. I will say this, that as
19 far as violations go, I mentioned earlier that we had a -- I think
20 I mentioned earlier, we had a tip at one point that there was a
21 problem onboard with the sewage discharge for the *Conception*
22 specifically we had a tip from a previous employee that they were
23 dumping sewage in prohibited areas. So we looked into the history
24 of that; looked to see if we could prove it from our end with
25 files, anything that we may have had; and we couldn't. So we

1 actually just went onboard, and talked to the captain of the
2 vessel, the same vessel who was onboard for the casualty, Jerry
3 Boylan. And basically told him the consequences of what would
4 happen when he was caught illegally discharging sewage in a
5 protected area. That that could possibly mean suspension or
6 revocation action against his license as a master. It could mean
7 monetary fines, civil penalties, and also enforcement action
8 coming from other agencies that manage the protected areas
9 directly. And that was in early August, if I remember correctly.
10 So not too long before the casualty.

11 Q. Okay.

12 A. But to that end, we talked to him about what would happen if
13 he was caught doing that --

14 Q. Yeah.

15 A. -- but there was no enforcement action taken against him.

16 Q. Understood. And so you mentioned we talked to him.

17 A. Yes.

18 Q. Did you physically go there?

19 A. Myself, Chief Warrant Officer [REDACTED], and Chief Warrant
20 Officer [REDACTED], all three of us went onboard.

21 Q. Okay.

22 A. We talked to Jerry Boylan in the wheelhouse, and then we went
23 down, and actually entered the engineering -- the engine room, and
24 looked at the sewage valve.

25 Q. Yeah.

1 A. Which was properly locked up the way it should.

2 Q. And so understanding that role at that time was to tell -- to
3 speak with him --

4 A. Yes.

5 Q. -- you were not on any inspection capacity.

6 A. Correct.

7 Q. But, of course, you've got an inspector's mind, and you've
8 got three very well experienced -- or two other --

9 A. Yes.

10 Q. -- well experienced persons. During that walkthrough on the
11 vessel, you always pay attention to things.

12 A. Always looking, yes.

13 Q. Had you noticed anything, like, that doesn't look right or?

14 A. No. And I, as you can probably guess, I've done a lot of
15 trying to remember since the casualty did I see anything, was
16 there anything that peaked my interest? And while I was onboard
17 that vessel, there was nothing I saw that led me to believe that
18 there was a problem.

19 Q. Okay.

20 A. And I didn't see anything directly that made me think that
21 there were items that we needed to take a closer look at, as
22 inspectors either. And by the way, our visit for that sewage
23 issue is actually documented in the vessel as well. We did a --
24 what did we do? In-service inspection activity, I believe. But
25 anyway, that's the kind of thing we would document, and we did

1 document that. I had also been onboard the vessel twice other
2 than that. Once early in the year, I believe, March, for an
3 injured diver case. A diver surfaced too quickly, and was being
4 treated when I went onboard. He was laying down in the salon area
5 being treated by a nurse, who happened to be onboard. And I spoke
6 with him, and spoke with the master as well, some of the
7 passengers before the injured passenger was taken off by EMS. His
8 injury had nothing to do with the vessel. He surfaced too quickly
9 as evidenced by his dive computer --

10 Q. Okay.

11 A. -- told him he was surfacing too quickly, and he still did
12 it. That led to him getting the bends. I have thought about that
13 time. It was about 15 minutes, maybe 20 minutes that I was
14 sitting in that salon area wondering if there was something I saw
15 that I shouldn't be doing, and I honestly can't think of
16 anything. There was nothing that I saw that peaked my interest
17 outside of the, obviously, the injured diver laying on the deck.
18 And I was onboard another time very shortly before the casualty
19 for another injured diver who ended up just being seasick. So
20 that turned out to be nothing. I met with Jerry Boylan again on
21 the bridge of the ship, and then we went to the Sea Landing Office
22 so we left the ship. So I was just on the bridge briefly for
23 that.

24 Q. Okay.

25 A. But, yeah, in my three, I think it was three total times that

1 I was onboard the ship, never did I see anything that I thought
2 was going to lead to this. Or never did I see anything that I
3 thought we needed to dig in further.

4 Q. Right. You mentioned very shortly. Do you have more of an
5 idea? Was it late August or --

6 A. I actually believe it was 9 days before the casualty.

7 Q. Nine days. Okay.

8 A. And that was when I just went on the bridge, met with Jerry,
9 and then we went up to the office.

10 Q. Okay. And then so -- and to that point, you mentioned
11 earlier your -- the MSD is an extension of Sector.

12 A. Yes.

13 Q. And you guys have many taskings --

14 A. Um-hmm.

15 Q. -- more than just special inspections?

16 A. Right.

17 Q. It sounds like all of these were more on the casualty
18 investigation side and --

19 A. They were.

20 Q. -- not inspection.

21 A. And casualty investigation takes up the majority of my time
22 as the supervisor. I spend a lot more time on what we just termed
23 the investigations than I do on inspections personally.

24 Q. Okay.

25 A. The warrant officers spend a lot more time on inspections.

1 Q. Okay.

2 A. And that's -- I'm also the only qualified casualty
3 investigator for the unit, which kind of leads into that as well.

4 Q. Yeah. And, finally, to that note, where there -- I'm
5 probably going to get the verbiage wrong. Were there any open
6 activities specific to the *Conception*?

7 A. During the -- what exactly do you mean? Inspections or
8 investigations?

9 Q. Investigations.

10 A. One of my activities was still open. I just hadn't had a
11 chance to finish it out because actually, I -- it was my injured
12 diver from earlier in the year. Because he was being treated by
13 the UCLA Hyperbaric Medicine Unit, and they had the hardest time
14 getting me the records so I could close out my case. So I was
15 just waiting on paperwork from them to finish. When I finally
16 did, I was able to finish up my case, and I sent it here to
17 Sector. Because it was right after the casualty, I sent that case
18 here to Sector to let them review it so that it would show
19 impartiality so --

20 Q. Yeah.

21 A. -- it wouldn't look like I was just trying to close it out to
22 get it done. The case was truly done at that point. I was just
23 waiting on paperwork.

24 Q. And then that's one thing we've learned is it seems like
25 diving injuries occur -- injuries occur anywhere --

1 A. Sure.

2 Q. -- but diving injuries seem to occur on these --

3 A. Right.

4 Q. -- vessels, on these types of vessels.

5 A. Sure.

6 Q. So just in a broad spectrum, and I don't need exact numbers,
7 but do diving injuries occupy a lot of your time --

8 A. It's --

9 Q. -- being the only investigator?

10 A. Well, and I say I'm the only qualified investigator. The
11 other two warrant officers aren't designated. As is allowed by
12 Coast Guard policy --

13 Q. Okay.

14 A. -- designated by the captain of the port as investigating
15 officers, but all of their work gets reviewed by me, and then the
16 senior investigating officer here at Sector.

17 Q. Okay.

18 A. So it -- dive casualties do take a lot of our time. They're
19 not the only casualties we get. We get a lot of losses of
20 propulsion, vessels taking on water, and things like that.

21 Q. Okay.

22 A. We've had a couple vessel fires since I've been here as well
23 on fishing vessels. Fishing vessels have a lot of casualties too.
24 But the dive casualties do take a lot of time because there's a
25 lot of factors that could play into them. It could be equipment

1 issues with their dive regulator or their tanks or whatnot. When
2 was the last time that was examined and taken care of and
3 maintained? It could be the skill level of the diver, the age of
4 the diver, the health of the diver. It could be was the vessel
5 crew, were they maintaining a proper watch, and did they let
6 someone languish in the water to the point where they got injured?
7 So there's a lot of things that go into it that we review all of
8 it --

9 Q. Yeah.

10 A. -- every time there's a dive casualty. So, yeah, they do
11 take quite a bit of time.

12 Q. Okay. And, again, staying in the investigative realm is --
13 you mentioned fires.

14 A. Yes.

15 Q. And fires get reported and they --

16 A. Um-hmm.

17 Q. -- and from what I understand they should be reported.

18 A. Yes.

19 Q. In your time, we'll start with the big picture first. In
20 your time at the MSD --

21 A. Yes.

22 Q. -- do you -- have you had reports of fires on either these
23 diving vessels or just T-Boats in general?

24 A. On T-Boats, no. I've had two fires on the same fishing
25 vessel, which was a problem, and it ended up actually destroying

1 the vessel in the second fire. But the -- on T-Boats, have I had
2 any fires? I don't think -- I don't believe so to the best of my
3 memory. I don't think we've had any fires on T-Boats.

4 Q. Okay. And you mentioned that fishing vessel. Was that a
5 live-aboard fishing vessel or --

6 A. No. It was not. It was a purse seiner vessel that was -- it
7 works with the squid boats to corral nets and things like that in
8 a nutshell.

9 Q. Okay.

10 A. What happened on it was the stack was built out of wood
11 around the metal inner exhaust, and the -- something happened. I
12 can't remember. The wood stack separated from the superstructure,
13 and tilted back, and came in contact with the hot metal, which
14 ended up causing a fire. First time they addressed it, they did a
15 rebuild on their own, which they're allowed to do as a fishing
16 vessel. We did a lot of follow-up with the boat, and they got
17 underway to do a sea trial, and they set their stack on fire
18 again, and that time it was uncontrollable, and they lost the
19 vessel. Fortunately, they were all rescued. Everyone was
20 physically okay, but they did lose the vessel.

21 Q. Okay. Thanks for that. And, I guess, you answered my
22 question, but specific to Truth Aquatics, *Conception*, no reports
23 of fire or nothing?

24 A. No.

25 Q. Okay. And so the other question I have, shifting gears now

1 --

2 A. Sure.

3 Q. -- is, and I've started to use the word *pre-Conception* and
4 *post-Conception*.

5 A. Right.

6 Q. So --

7 A. So have we.

8 Q. Yeah. And very unfortunately. You guys are -- you're in the
9 same port. You're -- it's like a walk down the pier.

10 A. Yes.

11 Q. And I just wanted to know and, of course, after an accident,
12 especially an accident of this magnitude, people come out of the
13 woodwork.

14 A. Right.

15 Q. People, hey, I saw something or this happened and this
16 happened. And you guys are the boots on the ground. Has anybody
17 *post-Conception* come to you and said, hey, I saw this or I saw,
18 you know?

19 A. They have not come forward to tell us that there were
20 problems. We have had several people call us to tell us that they
21 loved those boats. They thought they were safe, and did a great
22 job, and they can't imagine that this had happened to this boat
23 because they were a great operator, Jerry was a great captain, et
24 cetera.

25 Q. Yeah.

1 A. We've fielded several calls from concerned citizens that
2 believe that the lithium-ion batteries onboard were exploding, and
3 setting many on fire, which I'm sure that you've heard as well. I
4 personally feel that several of those calls, they'll call our
5 office line, and we answer, and then they talk for 15 minutes
6 about whatnot. But we're always happy to talk to anybody. But it
7 does happen, but it has surprisingly not been anything negative
8 about the company or the boat.

9 Q. Okay.

10 A. I expected it to be eventually, and it just hasn't happened.

11 Q. So just -- generally besides the lithium-ion batteries and
12 all that, the only things that you've -- personally feel that --
13 from the public has been positive and --

14 A. Yes.

15 Q. -- shining a good light on the company?

16 A. Um-hmm. Exactly.

17 Q. All right. This is a follow-up. I believe you mentioned it,
18 but how many qualified inspectors do you have for T-Boats?

19 A. T-Boats, I would say three total, but I actually do not have
20 a recert myself. I haven't been doing T-Boat inspections since I
21 got here.

22 Q. Okay. And that was a question down here. So I'm at Texas
23 City, and I'm expecting tankers and barges and all that stuff,
24 and --

25 A. Sure.

1 Q. -- then suddenly I come here where there's a high population
2 of T-Boats. So, I guess, is there a recurrency or requalification
3 process for, like, a new inspector that comes in?

4 A. It's that same recert process that we kind of went through
5 earlier for doing an IPAT, doing an inspection under the
6 observation of a qualified and certified inspector.

7 Q. Okay.

8 A. And then them filling out the IPAT, sending it up, and you
9 getting recert letter from the commander.

10 Q. Okay. And the recert letter comes from the commander?

11 A. It does, yes.

12 Q. Okay. All right.

13 A. Comes from the Prevention Commander. It doesn't come from
14 Captain Rochester.

15 Q. Okay.

16 A. Usually, I believe those are signed now by Lieutenant
17 Commander [REDACTED].

18 Q. All right.

19 A. Within the Chief of Inspection, CID.

20 Q. Okay. Understand that you guys also have, like, a passenger
21 vessel safety specialist at the district level. Any interaction
22 with -- and, again, I'm not totally sure of that person's job
23 description but --

24 A. Sure. I'm trying to think of who that might be. I mean, we
25 have a Prevention Command at the district level, and you may be

1 speaking about George Lee. I talk to him regularly. I don't know
2 what his exact title is, but I talk to him regularly about -- what
3 is George Lee's title? I don't know -- Mr. [REDACTED], do you know
4 George Lee's title? It's -- I don't know. It's escaping me.

5 MR. [REDACTED]: I do. I don't know if it's appropriate for me
6 though to be providing testimony. But it is -- that is the
7 passenger vessel safety --

8 MR. [REDACTED]: Passenger vessel safety.

9 MR. EHLERS: Okay.

10 MR. [REDACTED]: He goes by Rob, but his name is George Lee.

11 MR. EHLERS: Okay.

12 MR. [REDACTED]: I talk to him regularly. Well, I take
13 that back. Not all that regularly, but I have talked to him, and
14 we know -- we're on first name basis with each other. I saw him
15 last PVA West Conference in Tahoe. PVA, Passenger Vessel
16 Association West. But, yeah, I actually wasn't sure if that was
17 his exact title.

18 BY MR. TUCKER:

19 Q. Okay. It's see. So we're back to the roving watching.

20 A. Okay.

21 Q. Post-*Conception*, any -- has there been -- and, again, you've
22 kind of mentioned going back amongst yourself --

23 A. Sure.

24 Q. -- yourself personally, and amongst -- was there any mention
25 from any inspector that had ever inspected either the *Truth*, the

1 *Vision* or the *Conception* that they physically, no, I was here, and
2 I asked the captain, do you have a roving watch, and he told me
3 yes?

4 A. Not that I know of.

5 Q. Okay.

6 A. We haven't gone that specific, and, yeah, both -- actually
7 all three of the warrants -- before ██████████ departed, ██████████
8 ██████████ reported in, and they went onboard the *Truth* together, all
9 three of them, ██████████, ██████████, and ██████████. And, I don't recall them
10 mentioning ever asking that directly. To be honest, it's one of
11 those things that it's listed in the CIO. We discuss the COI. We
12 go over the COI. And it's not something that before this casualty
13 I would have thought that I need to ask the captain directly, are
14 you complying with your COI? The answer better be yes.
15 Otherwise, we have issues. But, clearly, if they're not complying
16 with the COI, we have issues. It's not something I would have
17 expected to have an issue with, that they're complying with the
18 requirements of the routes and conditions.

19 Q. Yeah.

20 A. That's one of the reasons why I find the whole thing with the
21 *Conception* so shocking is that it's clearly stated. It's not
22 hidden. It's right there --

23 Q. Yeah.

24 A. -- and it blows my mind that they weren't doing it. It
25 absolutely -- it floors me that they weren't doing it.

1 Q. And interestingly, and, again, I'm not from the Coast Guard
2 and --

3 A. Sure.

4 Q. -- I'm -- my knowledge of vessel inspections is when I was in
5 private -- when I was in industry an d--

6 A. Sure.

7 Q. -- Coast Guard showed up, and they did an inspection on us.
8 But we've started to look now at the, kind of the tools, tactics
9 and techniques --

10 A. Sure.

11 Q. -- and the pocketbooks, and we came across the pocket -- I
12 guess the -- I'm going to use wrong verbiage again, but I think
13 it's the 840 Book.

14 A. Yes.

15 Q. For T-Boats. And least had a glance through it. There's not
16 even any mention there of, like, verification of roving watch.

17 A. Right.

18 Q. So it's not even, like, an item that, I guess, would be a
19 reminder to inspectors --

20 A. Sure.

21 Q. -- onboard. So and I was just curious if you had -- knew why
22 that would not be in the 840 book?

23 A. I can't speculate as to why they didn't put it in there.
24 Those 840 books have been around for quite awhile.

25 Q. Yeah.

1 A. But the requirement for the roving watch when accommodation
2 space is being utilized has also been around for as long as the
3 regs have been around.

4 Q. Yeah.

5 A. So I think part of the thing too is, like, there's -- if you
6 were to write an 840 Book that outlined every requirement of T-
7 Boat you basically hand the Subchapter T. That would be what
8 you'd have to do. So I can understand why it wouldn't directly
9 show up in the 840 Book because you would have to outline all of
10 the requirements, if you were going to--

11 Q. Yeah.

12 A. -- I think that maybe just a note to review routes and
13 conditions with the master of the vessel, could be as simple as
14 that.

15 Q. Yeah.

16 A. But that, even that wouldn't specifically point out --

17 Q. No.

18 A. -- the roving watch. But since we've -- since the
19 *Conception*, after *Conception*, we've -- every vessel we've gone on,
20 and I mentioned I've been on nine of these CIC inspections myself,
21 one of the questions we ask is -- and we have the master, and we
22 have the crew there as well, and say master have you read the COI?
23 Absolutely. And then we turn around to the deckhands. Tell the
24 master not to answer. Have you read the COI? And all too often
25 the answer is, well, I kind of know what it says, but they hem and

1 haw around. And then we actually read it out loud together while
2 we're there now. That's what we've been doing at MSD Santa
3 Barbara. I can't say that every unit has been doing that, but
4 we're all ground zero from the *Conception* tragedy. So we're
5 probably taking a few extra steps because I refuse to see this
6 ever again. And, yeah, and we're all shell-shocked enough from
7 what we've seen, and this has just -- has truly just been the
8 absolute most horrible thing I've ever seen. That I refuse to
9 accept that a vessel crew is not going to know those requirements.
10 Q. Yeah.
11 A. At least while I'm there, those people will know what is on
12 there. And so we're taking a few extra steps locally. And I know
13 other units are doing it too. I'm not just saying that we're
14 doing. We're going above and beyond. I mean, we're -- no --
15 inspector or supervisor wants to see this. So everyone is doing
16 what they can.
17 Q. Sounds like maybe a best practice.
18 A. Maybe.
19 Q. Again, post-*Conception*.
20 A. Maybe. I, I mean, I don't know. It's working for us.
21 Q. Yeah.
22 A. And, I mean, I -- you can probably tell I'm very shell-
23 shocked from the *Conception*.
24 Q. Yeah.
25 A. To have this happen not just on a vessel (indiscernible), but

1 a vessel that I was personally on three times, and once several
2 days before the casualty, and a captain that I had talked to
3 several times directly, this is probably the most horrific thing I
4 could possibly imagine happening. And if there's anything that I
5 can do to make sure this doesn't happen in the future, I'm going
6 to do it. Whether that means helping to push for new regulations.
7 I don't know if that would help. Because what good does a
8 regulation do if the captain is not going to follow it anyway? Or
9 trying to find better practices in the Coast Guard to do that.
10 I'm going to do what I can.

11 Q. Yeah.

12 A. And I promised Captain Rochester that. It's like, Captain,
13 going forward I'm going to raise hell.

14 Q. Yeah.

15 A. Whatever I can do. Because I refuse to accept that this is
16 just something that's going to happen every now and then, and
17 there's nothing we can do. But then, again, that's of course
18 personal. We have a Coast Guard line to tow. There's regulations
19 that we can enforce, and if we step outside of those regulations,
20 then they can appeal them, rightfully so, and they will win, and
21 that will be the end of that.

22 Q. Yeah.

23 A. I am bound to the regulations. But if I can make things
24 safer within those confines of those regulations and good -- the
25 areas that allow for good marine practice --

1 Q. Yeah.

2 A. -- then that's what I'm going to do. And as a casualty
3 investigator, that's what I do my best to find out is, like, is
4 there something that can be fixed?

5 Q. Yeah.

6 A. That can prevent this from happening in the future. That's
7 what we're going to do. And I hope that we can come forward from
8 the *Conception* with some good recommendations to go forward, and
9 say we're going to stop this from happening again. Because, I
10 don't know, it's tough. It's tough to sit here as a detachment
11 supervisor, a lieutenant, and have the worst casualty that's
12 happened in the last 50 years in your backyard. And this has been
13 very, very difficult, very difficult. And I honestly have been
14 second-guessing myself quite a bit. Like, did I miss something?
15 Honest answer I can give you is, no, I don't believe we did. I
16 don't think [REDACTED] missed anything. I don't believe that I
17 missed anything as a casualty investigator that would have stopped
18 this from happening. But I do believe that there are probably
19 steps that we can take going forward to prevent it from happening
20 again.

21 Q. Yeah.

22 A. I'm sorry. I went off on --

23 Q. That's fine, and very understandable.

24 A. Sure.

25 Q. I appreciate that. And staying in this ballpark now. You

1 said you were on the three vessels. Had you ever seen or met the
2 owner?

3 A. Before the casualty, no, I had not. I knew his name. The
4 first time I met Glen Fritzler was actually the day after the
5 casualty when I met you.

6 Q. Okay.

7 A. When he showed up to -- I can't remember what -- at what
8 point of the day I first met him, but it was that day.

9 Q. Yeah. And as we've learned, quite often the main point of
10 contact in vessel inspections is the captain.

11 A. Yes.

12 Q. And if you don't know, that's fine, but are the owners -- has
13 the owner been involved in these inspections as you know?

14 A. To the best of my knowledge, I just don't know.

15 Q. Okay.

16 A. I'm not sure. I had actually attempted to meet Glen one
17 time, actually the time we went onboard for the sewage issue. We
18 tried to get Glen -- sorry, Mr. Fritzler, over there with us to
19 talk to him and Jerry Boylan at the same time, but Mr. Fritzler
20 was at a meeting somewhere. I it was sport fishing, SAC, is their
21 Advisory Council. He was doing something with them, I believe,
22 that day, and so he was unavailable. So we just talked to
23 Mr. Boylan, Captain Boylan, I should say.

24 Q. And you -- so you just hit another question I had on my list
25 and that's SAC.

1 A. Yes.

2 Q. And we've only learned about SAC, and that's the Sport
3 Fishing Association of California.

4 A. Association, yes, yes.

5 Q. And they were a member of that?

6 A. They are.

7 Q. They are a member?

8 A. I believe they are, yes.

9 Q. Okay.

10 A. Yeah. And, in fact, there's a vessel that moors up next to
11 the Truth Aquatics fleet, and the captain slash owner of that
12 vessel is a board member of SAC.

13 Q. Okay.

14 A. So they talk all the time.

15 Q. And what's your knowledge of SAC?

16 A. Periphery at best. They are useful for spreading information
17 to the broader fleet, and they have been -- they've been very
18 useful actually since the *Conception* casualty to get out
19 information about what's being looked at on the CIC campaign. All
20 of that information once we went onboard the first and second
21 vessel was spread to the entire SAC community. So everyone knew
22 what we were doing when we got there basically.

23 Q. Okay.

24 A. So they're good at disseminating information.

25 Q. Yeah. You also mentioned PBA.

1 A. Yes.

2 Q. Do you know if they're a part of PBA?

3 A. They were not a part of PBA.

4 Q. Okay. You mentioned regulations as well, and I don't mind
5 admitting that prior to this casualty I would not have known or
6 heard of Old T or New T or --

7 A. Sure.

8 Q. -- anything like that. And so we now only started to kind of
9 look into the regulations --

10 A. Right.

11 Q. -- try and digest them. But and we understand that for -- at
12 least for the Truth Aquatics vessels, if there are any issues
13 they're written up in a worklist or handled onboard the vessel.

14 A. Right.

15 Q. And then the annual is completed. But outside of the realm
16 of compliance or the regulations, and you can only follow the
17 regulations, I know that, is there a means where an inspector
18 might go yeah this vessel is compliant but --

19 A. But that doesn't look right type --

20 Q. Yeah.

21 A. Yes.

22 Q. I can't cite them in the regs because --

23 A. Sure.

24 Q. -- they're compliant, but I just got a bad feeling. If you
25 don't know, you don't --

1 A. Yeah. It's -- that's hard to speak to. I would say that's
2 probably on an individual level. And I think instances like that
3 are where a good working relationship with your captains, owners,
4 operators --

5 Q. Okay.

6 A. -- is valuable. And I'm sure you're probably kind of
7 pointing toward the emergency escape in that regard.

8 Q. Or just in general.

9 A. Just in general.

10 Q. Yeah. The whole integrity, I mean, whatever.

11 A. Sure. Yeah. Short answer, yeah, we can discuss it with
12 them.

13 Q. Yeah.

14 A. But unless I have -- I just want to clear this up. I'm
15 sorry. You mentioned the word worklist. For an annual or a
16 renewal inspection we don't give them worklists. We give them
17 835s.

18 Q. 835.

19 A. Which is written on an 835 form to -- and it is an actual
20 requirement. It's not just a reference. Although sometimes the
21 dry-docks will -- sorry -- it's back and forth. The terminology
22 gets a little bit (indiscernible) sometimes, but it's -- but a
23 requirement would be an 835. So it's -- if we can't hold them to
24 a regulation, then it's very hard to compel some sort of action
25 because --

1 Q. Yeah.

2 A. -- now there are -- don't get me wrong. There are a lot of
3 vessel operators and owners out there that want to be safer --

4 Q. Yeah.

5 A. -- than the regs require. And so they'll do extra measures,
6 do extra things. But for us to compel that from the Coast Guard
7 side, is difficult, and that's where that relationship comes into
8 play. And also just being a good inspector.

9 Q. Yeah.

10 A. I can tell you, like, yeah, what you have is okay as per the
11 regs, but let me tell you what I saw on a vessel that we had a
12 casualty on --

13 Q. Yeah.

14 A. -- years ago in this place. This is what happened, and this
15 is what they had, and this is what resulted from that. So it's
16 that interplay, and that people skills that --

17 Q. Right.

18 A. -- to get anything out of that. But, again, if we can't hold
19 their feet to a -- feet to the fire of a regulation, then we -- I
20 can't put it as a requirement.

21 Q. Yeah. All right. And in the inspections realm, just in
22 general, were there any type of memos from the Chief of
23 Inspections at Sector relevant to the *Conception*? And I might
24 have verbiage wrong here.

25 A. Specifically to the *Conception*?

1 Q. Or specifically to that type of vessel and the regulations
2 that it was inspected under.

3 A. Do you know, like, specifically what that -- I mean, the only
4 thing I can think of is, like, safety alerts for power strips and
5 things like that.

6 Q. Okay.

7 A. The safety alerts for power strips have been out since 2013,
8 I believe.

9 Q. Yeah.

10 A. And they've -- the fleets were all aware of the safety
11 requirements on those. However, even that safety alert itself
12 says this is not a regulatory requirement, but a best practice or
13 just as a safety recommendation. However, that being said, I have
14 personally been on T-Boat inspections, not here. This was in Long
15 Island Sound where I did most of these, where I saw power strips
16 in there, and I would just tell them, like, hey, get rid of that.

17 Q. Yeah.

18 A. And that was actually before the safety alert because we knew
19 there were issues back then.

20 Q. Yeah.

21 A. Yeah, that's -- and, actually, in that regard, I didn't have
22 a reg to lean back on, but they took them out, and they -- when I
23 left, they probably put them right back in.

24 Q. Yeah.

25 A. That's, you know, we do our best.

1 Q. And so post-*Conception* you mentioned you were on nine
2 vessels, and --

3 A. Yes.

4 Q. -- I think this has caught the attention of a lot of people
5 in the industry, and hit them hard. They're all affected by this.

6 A. Yes.

7 Q. I'm curious. Have you seen -- just, and in general again,
8 I'm sure things are documented, but have you seen actions that
9 owners now have taken to ensure that this doesn't happen to them?

10 A. Yes.

11 Q. And can you speak generally on that or what you've recognized
12 as, oh, that's a good practice?

13 A. Generally, I, honestly, I think that one of the most
14 important pieces that I've seen come out of this is awareness,
15 awareness of the safety requirements, and aware of what could
16 possibly be a hazard onboard the vessel. Lots and lots of people
17 are coming to me saying, like, I'm just not going to let people
18 charge anything on my boat anymore, which I don't know if that's
19 the right answer, but it's not a bad answer. And I'm perfectly
20 happy to hear that. Actually, I've heard that from a lot of
21 vessel operators. Like, I'm not letting anybody charge anything.
22 I know that that's a specific thing that Mr. Fritzler directly is
23 wrestling with right now is as a dive vessel he does have a lot of
24 people that have lights and batteries that need to be charged.
25 But, anyway, that aside, the general awareness, the battery

1 charging issue, because a lot of people are under the impression
2 this was started by a lithium-ion battery, and a lot of the vessel
3 operators, and in fact, I've only gotten push-back from one vessel
4 operator, who saw this as a breach of his rights that we were
5 doing this extra inspection on his boat, and I sorted that out.
6 But almost all of them have said, tell me what I need to do to be
7 safe in a nutshell.

8 Q. Yeah.

9 A. And 99 percent of them in my experience have been perfectly
10 happy to meet our recommendations or the requirements. And it's
11 all been small stuff. There have been very few, if any,
12 showstoppers on any of these boats where we would say a no sail at
13 the time -- you can't operate until you do, X, Y, Z, or you can't
14 carry overnight passengers until you do satisfy these
15 requirements. Most of them have been, I mentioned earlier, over
16 the years there's a requirement that garbage cans inside of
17 accommodation spaces or any spaces that may be occupied have to be
18 noncombustible. People would have a small plastic trashcan that
19 they're throwing bits of paper and stuff in while they're doing
20 business behind the counter. Seeing those, like, hey, it's got to
21 be noncombustible. Get rid of it or replace it.

22 Q. Okay.

23 A. So it's all the little things, mundane things. Found the odd
24 wire nut here and there where it needs to be a crimp connector for
25 wires. Occasionally find a short run of a miss-sized wire, 18

1 gauge by 16 gauge on a 65-foot or less vessel.

2 Q. Yeah.

3 A. So, yeah, little things like that, and people have been more
4 than happy to comply.

5 Q. Yeah. And you hit another question I was going to ask. So
6 we've been on a -- number one related to *Conception*. We found
7 only plastic combustible --

8 A. Right.

9 Q. -- trashcans, but you mentioned it's a regulatory
10 requirement --

11 A. It is.

12 Q. -- to not have that.

13 A. Right.

14 Q. So is that a -- do you know what happened there? Like, why a
15 vessel would have --

16 A. Yeah, I --

17 Q. -- those type of trashcans?

18 A. I don't know specifically how it happened, but I think over
19 time it just kind of started phasing in, and people took their
20 eyes off of it.

21 Q. Okay.

22 A. Marine inspectors as well.

23 Q. Yeah.

24 A. And I think that probably -- it's one of those things that
25 you see, like, well, okay, this reg was written back when people

1 would smoke inside and throw their butts somewhere. So that's
2 probably --

3 Q. Yeah.

4 A. -- what it was for. But the requirement is there.

5 Q. Right.

6 A. So get rid of it. At least that's what we're seeing now. I
7 think probably it was just a general eyes off the tiny things like
8 that, and more focused on the bigger items, and kind of
9 forgetting --

10 Q. Yeah.

11 A. -- things like a noncombustible trashcan.

12 Q. So now in the concentrated campaign are you -- are the owners
13 now saying is that, is that, is the ball rolling on that now?
14 Like shouldn't --

15 A. Oh, they're gone.

16 Q. -- have those plastic --

17 A. From my fleet, they're gone.

18 Q. Okay.

19 A. Yeah. They're -- they were gone the day we went onboard.

20 Q. All right.

21 A. If we found them. We didn't find them on every boat. But it
22 was a common one. I'd see a -- you'd see three or four boats --

23 Q. Yeah.

24 A. -- out of the however many you've been on, like, okay, it's a
25 theme. Get rid of them. So I can't say that it's a blind spot

1 across the Coast Guard, but there were a couple of boats that had
2 them. We got rid of them.

3 Q. Right. Okay. I know the answer to this, I believe, but,
4 again, when -- one of the areas we're looking at, as you know, is
5 how these vessels are inspected.

6 A. Sure.

7 Q. And who is doing the inspection and teams, Andrew asked you
8 some questions on that. Is there -- when the inspectors go
9 onboard do they document the times they were onboard? Like --

10 A. As far as, like, what time of day or?

11 Q. Yeah. Like, they boarded at 8 o'clock, and they got off at
12 10 o'clock. Is there any type of records like that or no?

13 A. Generally, it will be more of a, on this day attended vessel
14 portside two at the dock, in Channel Islands Harbor.

15 Q. Okay.

16 A. Something like that. So I can't -- there might be a 0830
17 arrived at vessel. It depends on the inspector. But I -- there
18 is a field in MISLE to say basically the start time of the
19 activity, but it's usually kind of a round about, like, oh, yeah,
20 we're going to be there around 10 o'clock in the morning. So
21 it's --

22 Q. Okay.

23 A. If you don't mind me asking why is that a -- why is that
24 pertinent for what time of day or specific?

25 Q. No. Again, just trying to get a handle on --

1 A. Oh, okay.

2 Q. -- like, how long, how much work goes into --

3 A. Sure.

4 Q. -- say an annual or a full --

5 A. Oh, right, so, yeah. An annual can take, I mean, obviously,
6 it depends on if you're finding things.

7 Q. Yeah.

8 A. But 2 or 3 hours. And, again, this is different inspectors
9 take a different amount of time, and also depends on if you have
10 multiple qualified people onboard the boat that can split or do
11 other parts of the boat separately from each other. A recert is a
12 much more thorough inspection than an annual.

13 Q. Yeah.

14 A. Because the annual is just verifying that the conditions of
15 the sea will actually be met onboard the vessel, and the recert
16 would be the covering everything in depth.

17 Q. Right.

18 A. So it's going to take quite a bit longer. And also we
19 mentioned you're going to get underway and do drills. You may
20 also do drills during an annual as well, but it depends on the
21 inspection, and how long it's been since -- was a drill done the
22 last time? Okay. Let's do these drills this time. So to answer
23 the question, it varies how long it can take. It can take 2 or 3
24 hours or it can take 4 or 5 hours, depending on what you find, and
25 how big the boat is, and who you have with you. But a recert is

1 always going to take longer than an annual.

2 Q. Okay.

3 UNIDENTIFIED SPEAKER: I'm sorry for the timing. Could we
4 please take a brief head call?

5 MR. EHLERS: All right. We're going to pause the recording.

6 UNIDENTIFIED SPEAKER: And the time is? The time is --

7 The time is 10:25.

8 (Off the record at 10:25 a.m.)

9 (On the record at 10:32 a.m.)

10 MR. EHLERS: And we're recommencing our interview with
11 Lieutenant [REDACTED]. It is now 10:32 a.m. at Sector L.A.
12 Long Beach.

13 MR. FAWCETT: So this is Keith Fawcett with the U.S. Coast
14 Guard. Follow-up questions.

15 BY MR. FAWCETT:

16 Q. So, Lieutenant, when you were out on the East Coast, did you
17 have any overnight T-Boats or K-Boats that were in Long Island
18 Sound?

19 A. We had a few, but I don't remember too many specifics about
20 them.

21 Q. Do you recall any difference in, like, the accommodation
22 spaces or anything --

23 A. I don't recall. It's been too long.

24 Q. So just to give the NTSB a flavor, could you talk a little
25 bit about, like if I was sitting for my Qual Board, what would

1 that be like? Just example of how the information would flow,
2 what you'd be looking for if you were qualifying me?

3 A. Certainly. So a lot of how these start, you start off
4 talking about the overall regulations involved. We'll talk about
5 incorporations by reference. For example, ABYC requirements that
6 you may see on T-Boats that are allowed by the regulations. We'll
7 talk about specific systems onboard, the regulations that apply,
8 either lifesaving, firefighting, construction stability,
9 subdivision and things like that. And then moving on from there,
10 obviously, that covers a lot. So that there's a lot of
11 information there.

12 Then moving on from there, we'll have the individual talk us
13 through what the inspection process, the actual physical
14 inspection process of the vessel looks like. Obviously, it's hard
15 to tabletop inspecting a vessel. We'll just kind of talk through
16 the processes of going onboard, meeting with the master, what kind
17 of things you're going to discuss with the master, what kind of
18 things could you expect to see on certain size vessels built in
19 certain times. That's where we're talking about more specific to
20 the systems involved, navigationally or otherwise. And then
21 basically from all of that, I mean, that, in and of itself would
22 take several hours usually to discuss all of that. That in
23 conjunction with a check-ride, one or more check rides onboard
24 vessels where the individual seeking the qualification is observed
25 conducting a qualification -- or conducting an inspection under

1 qualified inspectors is usually enough to determine if the
2 individual knows enough or is -- has satisfied the basic level of
3 qualification knowledge.

4 Q. So ABYC.

5 A. Yes, sir. American Boat and Yacht Council. That's just an
6 example of one of the incorporations by reference. We also
7 incorporate NFPA requirements for firefighting equipment. The
8 ABYC has standards for electrical, and -- electrical is a good
9 one. So electrical. ABYC has standards, two standards that are
10 incorporated in the T-Boat regulations, E8 and E9, that have since
11 been incorporated into one standard, E11, and that encompasses AC
12 and DC systems onboard small vessels. And so E8 and E9 were
13 incorporated by reference in the T-Boat regs to make it -- to give
14 clearer guidance on systems onboard the vessel. So there's a lot
15 of incorporations by reference within the T-Boat regulations
16 similar to that.

17 Q. Okay. So I'm sitting for the Board. I'm a Warrant Officer,
18 a Junior Officer, and I don't satisfy you. What happens next?
19 And then how do you document that?

20 A. Sure. If an individual doesn't pass the Board, then we would
21 let them know. Like, we don't feel like your knowledge is
22 sufficient enough, and we will outline certain areas, probably
23 things that were highlighted on the Board that were -- we found
24 deficient, and we would require them to conduct either extra
25 training or to demonstrate -- go back to the regs, demonstrate in

1 the field again, maybe do another check ride, if they have already
2 done a check ride. And then to come back, and sit for another
3 Board.

4 Q. So would the marine inspection training officer maintain that
5 documentation as it relates to me and any deficiencies I had or
6 remedial actions to make -- complete the Board?

7 A. That's up to the MITO specifically. MITO, Marine
8 Inspections Training Officer. But, yeah, to be honest, I don't
9 know the specifics of it's documented. I haven't --

10 Q. Okay. So what I'm doing is I'm asking --

11 A. Sure.

12 Q. -- jumping around a little bit because I'm asking follow-ups.

13 A. I totally understand. Yes, sir.

14 Q. So Mr. Tucker raised the point of best practices. So is it a
15 best practice when you go out to do an inspection to separate a
16 crew person from management in terms of captain or operator, and
17 say, hey, what do you do with the roving watch? What do you do
18 for firefighting? What do you do for anchor watch? To find out
19 if ground truths --

20 A. Absolutely.

21 Q. -- what the officers are doing.

22 A. Absolutely. And usually what it is, it's someone walking
23 with a deckhand saying, hey, is that the fire pump? Yep. It's
24 the fire pump. Show me how to work it. And then just watching
25 them do it. So short answer, yes. I would say I would consider

1 it a best practice because, as you said, separate them from the
2 master who is watching their every move, probably judging them or
3 even coaching them in some instances on how to do it. They can
4 truly test their knowledge, yes. And we do that regularly onboard
5 ships, yes.

6 Q. So when we were at Sector San Diego yesterday, and talking to
7 the marine inspectors down there, they pointed to a map or a chart
8 showing their AOR. One of the things I found unique, and I'm not
9 a marine inspector, but they were talking about zones within their
10 AOR that are associated with the language on routes and
11 limitations on --

12 A. Absolutely.

13 Q. -- the COI. Is that the same kind of practice you have here
14 in Santa Barbara?

15 A. Yes. So --

16 Q. At San -- and L.A. Long Beach?

17 A. It is. And I don't govern those routes and conditions and
18 the designations of waters directly. That's maintained,
19 obviously, by sector, and the captain of the port, actually
20 individually puts their name on where the protected waters are,
21 what's a harbor of safe refuge, which is designated. Sometimes
22 you'll have a COI that doesn't allow for operation outside of 20
23 miles from a harbor of safe refuge. There's limited coast-wise,
24 not more than 3 miles from land. There's different requirements
25 that are placed on these COIs on the routes and conditions, and

1 the waters aren't designated as such. Most of our waters here are
2 fairly exposed, except for some around the Channel Islands are
3 shielded from weather, things like that. But there are a few
4 harbors of safe refuge. Off the top of my head, I don't know what
5 they are off the top of my head. If I was going to generate that,
6 I would look at that, and not guess off the top of my head.

7 Q. So, Mr. Tucker -- there was some conversation about marine
8 casualty investigations. And one of the things we brought up was
9 fire, and fire on a fishing boat and stuff. But just to be clear,
10 if a vessel, a T-Boat were to have a trashcan fire, there's no
11 associated damage, the brightwork got burned, the wiring got
12 burned, they just kicked it overboard or rapidly extinguish it,
13 would that be a marine casualty?

14 A. Yes, it would. I would consider it a fire onboard a vessel,
15 yes.

16 Q. Okay. And then looking at -- where would I turn to find the
17 best practices of marine inspections? Now you've got the 850
18 Book, obviously, right. You've got the MITO. But is there sort
19 of a cumulative best practices that I can turn to if I was --

20 A. The *Marine Safety Manual*, yes.

21 Q. Other than that.

22 A. Get into the *Marine Safety Manual*. You can also get into the
23 CID notes, which is the Chief of Inspections notes that come out
24 that highlight certain things. There's individual TTPs, Tactics,
25 Techniques and Procedures that are published on specific items.

1 So, yes, there are specific -- there's specific guidance for
2 certain things, yes.

3 Q. Could you talk a little bit more about the CID notes, what
4 they are, how often they come out?

5 A. Sure.

6 Q. Sort of the breath of what they contain. And do you get
7 them?

8 A. I do. Yes, I do.

9 Q. So could you elaborate?

10 A. So the CID notes is a conglomeration of information that the
11 Coast Guard at headquarters level, Inspections Directorate,
12 believes is of more immediate -- or needs to be publicized to the
13 marine inspectors in the field. It will cover such things as --
14 just this isn't one, but just for instance, like, we're finding
15 more noncombustible trashcans. Keep an eye out for noncombustible
16 trashcans, that kind of thing. It will also publish best
17 practices as we've been discussing. We see this, this --
18 deficiency of the month is from this unit. This is what it said.
19 This is how -- like, gives examples of how to inspect things, how
20 to write things up to have the most impact, and to kind of
21 standardize efforts across the field of marine inspections, which
22 is a difficult thing to do because we're just scattered
23 everywhere. Of course and our fleets are all different as we've
24 been discussing. So in that way, we -- well, to answer your
25 question, CID notes they come out monthly, I believe. But every

1 time they come out, we read them. We -- all of our inspectors get
2 a copy of them as well. And we will from specific items that are
3 of more notable interest, we'll discuss those directly with each
4 other too.

5 Q. Leads me to a practice or a concept. Can you talk a little
6 bit about the bullpen and how the -- what the bullpen is, and how
7 that it attempts to improve the operations of marine inspections
8 or investigations or anything else?

9 A. Sure. The bullpen, the construct in general, the thought
10 behind it, to my understanding, is you have an open area where all
11 of the inspectors are sitting together, and also this is the same
12 for pollution and (indiscernible), things like that. But the
13 inspectors are sitting together doing case work in the same space,
14 discussing vessels openly with each other, and talking about items
15 that they're finding and seeing. At MSD Santa Barbara, while our
16 inspectors we have very small number, the warrant officers all sit
17 together. They have one office space together upstairs. If we
18 could have them downstairs, we would, but we just don't have the
19 space. You saw the space limitations there specifically. But
20 they all have that space together where they can openly discuss
21 vessels. They can be on conference calls together on speaker
22 phone, which they do regularly at our unit, to discuss specific
23 requirements on vessels or specific deficiencies on vessels, and
24 the way forward to rectify those. So that bullpen is an open area
25 of discussion and learning and growing and accomplishing the

1 mission without a wall in between them. There are truly no walls
2 between them.

3 Q. So if I was a marine inspector, and I had a problem, how am I
4 going to write up a smoke detector or how am I going to talk about
5 -- condition of a vessel? I can go to the bullpen, and as the
6 collective experience of the group?

7 A. You could. I would say generally at our detachment our guys
8 are fairly senior so there's not so much of that baseline how do I
9 write this up? And that's the nature of a detachment. Because
10 we're separated from the larger constructive sector, we need more
11 senior, more qualified, more experienced people because in absence
12 of that we would spend more time training than we have time to
13 give. And I think -- so you're not going to see more of that,
14 that baseline, how do you think I should write this up?

15 However, we do regularly, I mean, this happens probably once
16 a day we're on the vessel we'll call each other up or the
17 inspectors in the field will call me. Say, hey, we're seeing
18 this. What do you -- have you ever seen this or what do you think
19 about this? We're thinking about writing it this way. What do
20 you think? And we can come to an agreement on the phone or come
21 to -- come up with an idea that works best for the situation at
22 hand. So it does happen all the time.

23 Q. So have you -- when you have an inspection issue have you
24 ever reached out to the traveling inspectors at headquarters?

25 A. Me specifically, no. And I think that that's mainly a chain

1 of command thing. I would go through the CID first. It would go
2 through the prevention department head, who would then reach out
3 to the travelers. I know after *Conception* we did exactly that.
4 But I as a field inspector would talk to the Chief of Inspection,
5 Mr. [REDACTED], before I called out to the headquarters.

6 Q. And we've talked about the field in COI where we can put
7 routes and conditions and so forth. Are you aware that that field
8 is limited by the amount of characters you can put it in?

9 A. Yes.

10 Q. So there is a limitation? You can't expand on it?

11 A. I believe, well, honestly, I can't remember. We used to have
12 to arrange it so that it would print properly, and sometimes that
13 meant moving a paragraph to the next page. If there is a
14 limitation, I cannot remember what it is. It's been a really long
15 time since I've processed a COI myself.

16 Q. And just why do we post a COI behind glass so --

17 A. So the passengers can see it. So that they know what's
18 supposed to be happening aboard the vessels too. And so the crew
19 can review it as needed. So it's not hidden in a box by the
20 master somewhere. So that it's public knowledge, not hidden
21 special knowledge for the vessel.

22 Q. And then my final question, I guess, is -- so how do you make
23 -- like, one of the important things as the captain of the vessel
24 is the inspection notes.

25 A. Yes.

1 Q. I mean, they're vital documentation. How are those
2 inspection notes reviewed or does anybody review them --

3 A. Yes.

4 Q. -- and audit them to ensure that they capture, like
5 Mr. Tucker said, the visit to the vessel, and that narrative is
6 complete and so forth?

7 A. Right. So you're talking about specifically the special
8 notes --

9 Q. Yeah.

10 A. -- on the vessel within MISLE? We review those before every
11 inspection onboard a vessel, and as needed, if we're doing an in-
12 service inspection like with the *Conception* when we did the sewage
13 thing, we did check the notes on that as well. But if we're going
14 onboard to do an inspection, we are reviewing the notes. It's
15 part of what we do before we go onboard.

16 Q. And then does anybody review the notes that I would take if I
17 went aboard the *Conception*? For example, before the accident, and
18 I enter those in today, does anybody from supervision take a look
19 at those notes to make sure they accurately reflect my visit?

20 A. The special notes when they're processing the COI, I doubt
21 it. I mean, I -- they might be, but that's -- that might be a
22 question for Mr. [REDACTED]?

23 Q. So that's not part of the process necessarily?

24 A. Yeah. I can't speak to what he does to process those or what
25 Mr. McGuigan does because he's the one who receives the

1 notification that it's ready for review. So --

2 MR. FAWCETT: Thank you. That's all I have.

3 BY MR. EHLERS:

4 Q. Just a couple follow-ups, and this is all associated with
5 little things that you had said. You said certain vessels the
6 plans go to MSC. Would the *Conception* be one of those vessels?

7 A. I would have to look at the requirements. And I actually
8 knew as soon as I said it they're going to ask me which vessels
9 are going to go to MSC. I would have to look at those
10 requirements. I know that --

11 Q. Okay.

12 A. -- there are --

13 Q. We can probably check with MSC.

14 A. Yeah. I -- okay. I can't speak to --

15 Q. That's fine. When the inspectors go onboard, your
16 inspectors, do they have a checklist they follow?

17 A. The 840 Books. And also we have a single-page document also
18 that hits some of the high points. I know actually [REDACTED]
19 specifically used that quite a bit, and I saw it. I didn't use it
20 myself, but it was a pretty good document.

21 Q. Okay. Do you have a blank back in the office that we could
22 get a copy of?

23 A. I can probably find one. Personally, I use an 840 Book.

24 Q. Okay. So if you have that, that checklist that Warrant
25 Officer [REDACTED] used. Adam asked you a couple of questions about

1 your turnover with your predecessor. You also mentioned some time
2 in which Warrant Officer [REDACTED] and Warrant Officer [REDACTED] were
3 there together.

4 A. Yes.

5 Q. How long was their turnover?

6 A. It was actually longer. It was about a month, I think.

7 Mr. [REDACTED] arrived early because he was coming from the Virgin
8 Islands, which had recently been hit by two Cat 5 hurricanes, and
9 his wife was very pregnant. So they reported early so that she
10 could get a doctor here, and then go through the process of giving
11 birth here. So --

12 Q. Did Warrant Officer [REDACTED] keep any informal notes and, like,
13 on the vessels that he inspected that he turned over to Warrant
14 Officer [REDACTED]?

15 A. I don't know.

16 Q. Okay.

17 A. I would say that everything that we have -- I know for a fact
18 that everything that we had was turned over for the investigation.
19 So if it wasn't in there, it's probably not. But, honestly, I
20 can't answer that.

21 Q. Okay.

22 A. If he had scribbles somewhere, I'm not sure.

23 Q. Okay. Going back to the associations like SAC and PBA, Truth
24 wasn't a member of PBA.

25 A. Right.

1 Q. Is PBA not well -- what do I want to say? Do any of your T-
2 Boats in your Sector, are they members of PBA that you know of?

3 A. Honestly, I don't know. I usually find out that a vessel is
4 a member of SAC or something just through general conversation.
5 I've not had anyone just drop that they're a member of PBA. I
6 will say that SAC seems to be a little more popular in our area,
7 but that could just be because I a Board member that has a vessel
8 less than a quarter mile away from me, and I hear about it a lot.
9 But I, yeah, I can't really speak to if anyone is in general a
10 member of PBA.

11 Q. Okay. Learning experience. Incorporation by reference. If
12 something is incorporated by reference, are vessels bound to
13 follow those standards? So, for instance, you're --

14 A. It's -- option for them. So this occasionally causes
15 difficulties for marine inspectors because looking at T-Boat
16 regulations, T-Boat regulations require vessels to have a gauge of
17 not larger, smaller, whichever way you want to say it, of 14-gauge
18 wire for electrical systems, for example. ABYC allows for 16-
19 gauge wire on vessels of less than 65 feet. So if we find a
20 vessel less than 65 feet, which *Conception* would not have been, it
21 was longer, wouldn't have applied, but like the *Truth* for example,
22 can't have 16-gauge wire for certain systems onboard the vessel
23 because ABYC allows for 16-gauge wire, and that is incorporated by
24 reference so it is an option for the vessel owners and operators
25 to -- and builders to follow.

1 Q. But they're not necessarily required to follow --

2 A. Correct.

3 Q. -- that standard --

4 A. They can to follow a 'T' directly, if they want.

5 Q. I see. Okay.

6 A. Now, there are some cases where the -- those incorporations
7 by reference are more specific for certain systems. And so it
8 maybe gives them more information, and it's easier to follow,
9 which I think was probably the intent behind the incorporation by
10 reference to begin with.

11 Q. If there's something in a reference that's been incorporated
12 that's not covered in 'T' do they have to follow the reference?

13 A. If, well, I can't really answer that question. I --

14 Q. Okay. All right.

15 A. I'd have to look at something specifically, and say, well,
16 what are the options and --

17 Q. Sure.

18 A. -- go back and look. So --

19 Q. Okay. Fair enough. You mentioned TTPs. Are those Coast
20 Guard-wide or are those --

21 A. They are.

22 Q. Okay.

23 A. They're published on our online system called CG Portal.
24 There's a library for Tactics, Techniques and Procedures, TTPs.

25 Q. Okay.

1 A. You can look them up that way.

2 Q. And same question for CID notes. Are those Coast Guard-wide
3 or are those Sector --

4 A. They are Coast Guard-wide.

5 Q. Okay.

6 A. They are published on -- I believe they're also published
7 through the CG Portal. I usually get the through other means. So
8 I couldn't tell you exactly where they're published, but I know
9 they're available.

10 Q. Okay. But it's generated from Headquarters?

11 A. It is CVC.

12 Q. Okay.

13 A. That's our vessel inspection office.

14 Q. All right. I think that's all I have.

15 MR. EHLERS: Adam.

16 MR. TUCKER: Thanks for stealing some of my questions. This
17 is Adam Tucker again with the NTSB, couple follow-ups.

18 BY MR. TUCKER:

19 Q. So, again, regulations are -- they can be tough to interpret.
20 Owner can have an interpretation; an inspector can have one. Is
21 there within the Coast Guard like a sub-T guru that you can teach
22 out to, to help, like, hey, I got this problem? The owner sees it
23 this way. We see it that way. Is there any type of --

24 A. Well, if --

25 Q. -- person like that?

1 A. -- I can't say there's a specific person, but if we did have
2 an instance like that where we were having a difference of
3 interpretation that led to a point where we needed a decision
4 separate from what we received, we would start by going through
5 Sector. And we would probably -- most likely we would reach out
6 to the Assistant Chief of Inspections, which is Terry McGuigan at
7 this time. He's about to retire. And then go through Lieutenant
8 Commander [REDACTED], who is the CID. And then that leads up -- and I
9 will say this. My direct chain of command as the supervisor is --
10 as the supervisor, Santa Barbara, is the Chief of Prevention,
11 Commander [REDACTED]. For those specific items like that, that's
12 when we start going through the Chief of Inspections because
13 they're seeing that on a daily basis up here.

14 Q. Yeah.

15 A. But so that's where we get our brain trust from. And then
16 from there, they can farm out questions to -- through district and
17 up to headquarters and get an answer. And the travelers, as you
18 mentioned, sir, are a good option for some of that specialty
19 information.

20 Q. Okay.

21 A. Because they go around the country, and they inspect these
22 types of boats specifically. So if need be through that chain of
23 command we could reach up to that headquarters unit and get a take
24 on something specific like that.

25 Q. Okay. Not related to *Conception* then, but just in general

1 with this roving watch patrolman I forgot to ask you earlier, has
2 this ever been identified for -- as being an 835 write-up or
3 deficiency, I guess, with any other type of T-Boat in your AOR?

4 A. No. Not that I'm aware of, no.

5 Q. Okay. And I heard the word case review, and I'm, again, dumb
6 question, but what's case review? What is that?

7 A. Case review would -- case activity is really what it is. So
8 an inspection activity within MISLE our electronic system. So
9 when we're done with a vessel inspection activity, particularly
10 for the renewals or anything that requires a signature that would
11 have to be sent up to Sector, that activity is forwarded within
12 the -- it's generated, and it's actually listed as being owned and
13 managed by MSD Santa Barbara. We would then go in, and physically
14 transfer that over to Sector Los Angeles, Long Beach, so that they
15 can then go in, and process that further to print out the CIOs,
16 and they would also review what's been put in there, make sure
17 that we've hit all the requirements for the case work, that the
18 inspection activity is adequately reflected within the system --

19 Q. Okay.

20 A. -- before they would process it forward.

21 Q. So just so I understand. So it's a MISLE entry?

22 A. Yes.

23 Q. Goes in the MISLE, and then it goes to the Sector for review.

24 So --

25 A. Depending on the type of activity, yes.

1 Q. Okay. So does it slide through you like on an approval stage
2 or workflow or anything like that or?

3 A. For COIs, I'm aware. I'm just copied on the email of it
4 being sent up to Sector.

5 Q. Okay.

6 A. But, no, I don't review that directly myself.

7 Q. Okay. That goes directly to Sector?

8 A. Correct.

9 Q. And you're on copy?

10 A. Yes.

11 Q. Okay. All right. I'm glad I asked that question because --
12 oh, another question I have is just in your AOR again, you
13 mentioned another little moored dive boat *Specter*?

14 A. *Specter*, yes.

15 Q. *Specter*. Are there any other vessels or companies similar in
16 operation within your AOR to Truth Aquatics?

17 A. I don't know if it's an overarching company. No, it's not,
18 no. I don't -- I believe Truth Aquatics was our biggest single
19 operator having the three boats. I could be wrong. There could
20 be some in Channel Islands Harbor that are all owned, but they're
21 not like -- they're like charter fishing vessels.

22 Q. Okay.

23 A. They're not dive boats. Some of them may not even be
24 overnights, if I remember correctly. So the -- those fleets are
25 more closely managed by Mr. [REDACTED] and Mr. [REDACTED]. Obviously,

1 I've had more interaction with Truth Aquatics since *Conception* --

2 Q. Yeah.

3 A. -- and they're right there. So --

4 Q. You also mentioned earlier what sounded like a best practice,
5 but that's just me, and that's where it stays, just me. Is there
6 kind of a pipeline where, hey, we're doing this at an MSD, and we
7 think this is a best practice? And is there a way to filter that
8 into the --

9 A. Certainly.

10 Q. -- Coast Guard pipeline where it gets reviewed, and then
11 ultimately, I guess, it sounds like sent out and say, hey, this is
12 a best practice, and we recommend you do this on your inspections?
13 Or how does -- is there anything like that?

14 A. We would -- yes. And we would send that up through Sector,
15 through our chain of command.

16 Q. Okay.

17 A. And also there are opportunities. There are CID, as I
18 mentioned, Chief of Inspections. There are conference calls, one
19 -- usually monthly, if I remember correctly. The reason why I'm
20 getting confused is because I have these constant calendar emails
21 that get cancelled and re-upped. But anyway, there's conference
22 calls, and we all, we'll get on the line together, and talk about
23 inspections issues.

24 Q. Yeah.

25 A. And we can talk about best practices. Generally, that

1 discussion is run by Headquarters, CBC.

2 Q. Okay.

3 A. But the -- it is an opportunity for everyone kind of in a
4 more limited sense share ideas. But if I was going to push up an
5 idea that I thought of as a best practice, I would send it through
6 Sector for publishing to higher levels through that chain of
7 command because it's not a detriment. You go through your chain
8 of command to make sure that the information you're pushing is
9 correct --

10 Q. Right.

11 A. -- and adequate. And so it weeds out bad ideas, I guess,
12 that way. But it also kind of -- is a good way to push out good
13 ideas.

14 Q. Okay. Let's see. So we spoke about the inspection process.
15 And I've been on the other side --

16 A. Sure.

17 Q. -- of the inspection process. And so the Coast Guard comes
18 onboard, and they -- there's only so much Coast Guard can do on a
19 boat that's moored up alongside of a dock.

20 A. Sure.

21 Q. And we mentioned the crew. Sometimes -- are the crew always
22 required to be there for the inspections or how does that work?

23 A. Well, so this is actually a good opportunity to talk about
24 the current state of affairs with Truth Aquatics is that they --
25 he does not have crews. But we've been onboard doing very

1 detailed inspections of the state, the physical state of the
2 vessels. To inspect the physical state of the vessel, I don't
3 necessarily need a crew to be there.

4 Q. Right.

5 A. So I'm checking wire sizing and hoses -- IT-42 hoses, fuel
6 hoses on the engine, that kind of thing. But whenever it comes
7 down to the operation of a vessel, and how the vessel actually
8 works, and how the systems run together, that's when I need the
9 crew there to see how it all jells together to no longer be a
10 system. It is a --

11 Q. Right.

12 A. -- ship. So, yeah, it is eventually important to have the
13 crew there, and the crew is part of the vessel, part of how that
14 operation runs. But I can inspect the physical state of a part of
15 a boat without the crew if I need to.

16 Q. Okay. So if an inspector goes onboard a vessel, for example,
17 they go through the physical state of the vessel. Okay.
18 Everything is up to snuff or whatever.

19 A. Sure.

20 Q. But then it's only the captain here and no crew, does that
21 get written up?

22 A. Yeah. It wouldn't be a complete inspection.

23 Q. It wouldn't be complete.

24 A. Right.

25 Q. Okay.

1 A. The inspection would not be complete, and we would, at that
2 point, we would probably write an 835, a deficiency, that the
3 vessel is -- say, like, on the Truth Aquatics vessels we have a
4 prior to operations must provide a crew and go through drills and
5 operations and stuff like that.

6 Q. Okay.

7 A. So we would put a requirement on the vessel too to see that
8 -- see it with the crew there. We would not sign off on an annual
9 or a renewal without a crew present.

10 Q. Right. And during the Coast Guard, again, whether it's a COI
11 renewal or an annual, it's ultimately -- sounds like it's like a
12 snapshot.

13 A. It's -- yes, and --

14 Q. Sampling.

15 A. -- we -- I think we recognize that as a limitation of the
16 inspections program is that, as we mentioned, the boat we see that
17 day is the boat we see that day.

18 Q. Yeah.

19 A. I, outside of that, unless I happen to see it operating in a
20 manner that is not necessarily what I would expect or if I was to
21 get a report, anonymous or otherwise, that something was going
22 on --

23 Q. Yeah.

24 A. -- I have to assume that the vessel is operating within the
25 COI. It's the same as getting your car inspected.

1 Q. Right.

2 A. Your emissions are good that day.

3 Q. Yeah.

4 A. Same for a boat, that the boat was good that day, and I knew
5 it was good that day, and I knew everything worked the way it was
6 supposed to that day, I can't speak to the next day or the next
7 day after that.

8 Q. Yeah.

9 A. It's that trust that we discussed earlier, like, how do we
10 know we can trust the individuals running the vessel, running the
11 company to move forward doing the things the right way, the way
12 the certificated to run.

13 Q. And to that note, you have made mention earlier, but I don't
14 think it's -- if I understood correctly, it's not in the 840 or
15 captain or Mr. Owner are you fully compliant with your COI. Is
16 that --

17 A. Sure.

18 Q. -- specific? Does that get asked at the inspections or no?

19 A. Well, I have always asked.

20 Q. Okay.

21 A. Are you complying with these routes? And, generally, that's
22 an easy thing to prove. Yeah, we operate in this area, we do
23 this, we do --

24 Q. Yeah.

25 A. -- it during daylight hours, whatnot. Okay, great. It's

1 when you get into longer routes and overnight accommodations that
2 the extra requirements get in place that --

3 Q. Yeah.

4 A. -- it's harder to prove that they're doing it, but if the
5 captain tells you he's doing it, I have no reason to doubt him.
6 And just like *Conception* everything is fine until it's not.

7 Q. Yeah.

8 A. Which is an unfortunate reality.

9 Q. So my last question is -- sometimes considered the most
10 important is, is any questions that we have not asked you or that
11 I have not asked you that you may feel is important or relevant,
12 and just --

13 A. Sure.

14 Q. -- for this particular investigation?

15 A. I've said it a couple of times to a couple of folks that --
16 and actually the stuff that we were talking earlier. If you had
17 told me on September 1st that one of my boats was going to burn up
18 and kill 34 people and sink, I never would have thought it would
19 be *Conception*. Not in a million years. The outward impression
20 from the vessel owner and operator and captain was that they were
21 complying. The outward impression, I know for a fact that [REDACTED]
22 [REDACTED] believed this as well, was that they were fully compliant
23 with all the requirements that were placed on them. We would not
24 have accepted it, if it wasn't.

25 And then to hear -- when I heard that there was a vessel on

1 fire at 4 o'clock that morning, and I heard it was *Conception*, I
2 was, like, no, frickin way. It's not happening. It can't happen
3 on *Conception*. Well, of course, that's ridiculous. It can
4 happen on any boat. But, again, if you had told me that this was
5 going to happen, and to guess which vessel, I never would have
6 guessed Truth Aquatics or *Conception* specifically. And that's
7 because the captain always gave us the impression that he was a
8 conscientious captain that wanted to comply with the regs. And
9 it's still hard to wrap my head around. It is. But it is what it
10 is. And I'm hoping that from the investigation that we can come
11 up with some good recommendations and some good ideas to go
12 forward so that we can stop this from happening again.

13 How do we address someone doing the right thing when we're
14 not looking? That's something we drill into petty officers and
15 officers and members of the Coast Guard in general that you have
16 that accountability. You have that character to do the right
17 thing when no one is watching you. How do we pull that out of our
18 ship captains that we're in charge of regulating? I don't have
19 the answer to the question.

20 Other than, I will say this, that the fleet is scared now.
21 At least, that's the general impression I get from a lot of other
22 inspectors that I've talked to that the fleet, the owners and
23 operators and captains are scared that this could possibly happen
24 to them. They're also scared of what requirements may be coming
25 down the road based on what is found from the *Conception* tragedy.

1 And my take is we got changes coming in the regs, then bring them
2 on. Let's do it. Because if there's something that can be found
3 that's a gap that can be addressed by a regulation or requirement
4 that we can address and enforce in the Coast Guard, then I am 100
5 percent onboard to do it because I never want to see this again.
6 Not just in my AOR, but I don't want to ever see this again in my
7 career or after. This shouldn't happen. So if we can identify
8 something that we need to do better or regulate it brand new,
9 let's do it.

10 Q. Promise the last question, but there's always another last
11 question.

12 A. Sure.

13 Q. To your point because you're there, you're boots on the
14 ground, you've got the expertise, you know the regulations, and
15 you don't need to answer, but you mentioned regs and how to
16 prevent this. Just in general, are there any things you can think
17 of that, any barriers in the regulations that could -- and, again,
18 I probably recognize you don't know all the details.

19 A. Sure.

20 Q. We don't know all the details yet.

21 A. Right.

22 Q. But anything just off the top of your head that could be
23 applied? And, again, recognizing that the owners --

24 A. Sure.

25 Q. -- they're scared. Of course they're scared.

1 A. Right.

2 Q. It's going to come through the pipeline. And eventually
3 that's going to trickle off.

4 A. It will. It will. And this will become history, and people
5 will forget about it.

6 Q. Yeah.

7 A. Just like the *Titanic*.

8 Q. Yeah.

9 A. So I do believe that requiring centralated (verbatim)
10 alarming smoke detectors is a good step. I don't -- I, honestly,
11 personally, don't know how to address the emergency escape
12 requirements because there's that word adequate. And by all
13 intents and purposes, the emergency escapes on the *Conception* were
14 adequate. I think that the biggest problem onboard the *Conception*
15 or why people didn't get out is that no one knew about the fire
16 until it was too late to get anyone out of that space. And I
17 don't know if changing the dimensions of the emergency escape
18 would have addressed that. Because from everything I've seen, it
19 seems like the fire started almost over the emergency escape.

20 I have my assumptions and personal beliefs on what caused the
21 first. And so also taking into account back to the emergency
22 escapes, I -- changing the emergency escapes on these vessels is
23 very, very difficult. Not specifically for *Conception*, but the
24 old T-Boat and these small passenger vessels in general because a
25 lot of the emergency escapes are placed as far away from each

1 other as they can possibly be. And they're in that spot because
2 of the watertight integrity requirements as required by the
3 regulations.

4 And so they're butting up against the watertight bulkhead.
5 Well, if they're going to move this emergency escape, then they're
6 going to cut through a watertight bulkhead, and that requires new
7 stability calculations and new stability --

8 Q. Yeah.

9 A. -- tests, and all this stuff that is not feasible for the
10 vessel of that size or economically feasible for the owners. So I
11 don't know the answer to the emergency escape. Maybe just making
12 them bigger, but I, again, *Conception*, I don't believe it would
13 have made a difference. By the time anyone knew, it was too late.
14 Personal opinion. But, yeah, it seems to me that everything I've
15 heard that the fire began on that aft starboard table in the salon
16 area. I have seen -- I saw that table with my own eyes a couple
17 of times. I can picture it in my head. Of course I never saw it
18 with battery chargers laid all over it and stuff. But I do
19 believe that personally that that's where it started.

20 Q. Okay.

21 A. And I also believe that the pop that the deck -- that galley
22 attendant Mikey heard was a battery exploding and beginning to
23 burn. But I can't -- I, obviously, I apologize if any of this
24 supposition is ridiculous, but this is what I do believe. And I
25 don't know how to address that as a marine inspector or

1 regulatorily coming from CG reg. As I mentioned, I was a
2 regulatory development project manager. I don't know how you
3 would regulate an answer to that. But I do believe that the
4 centralated (verbatim) alarming smoke detectors would have made a
5 big difference on the *Conception*.

6 Obviously, I believe that having a roving watch would have
7 made all the difference in the world. I don't believe we'd be
8 here, if we had a roving watch onboard the vessel. I think we
9 would have a case for a fire on a vessel, and that would be it.
10 But that's a different issue for a different group.

11 So, yeah, I think that's pretty much all I have.

12 MR. TUCKER: And thank you for that. And as promised, no
13 more. Thank you.

14 MR. EHLERS: All right. It's 12 after 11, and we'll end this
15 recording.

16 (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 LT [REDACTED]

ACCIDENT NO.: DCA19MM047

PLACE:

DATE: November 21, 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.

[REDACTED]
Katherine Motley
Transcriber

Errata

Interview of LT ██████████

<u>Page & Line</u>	<u>Correction</u>
P.7 - Line 25	"damage control man" to "Damage Controlman"
P.9 -Line 15	"and that" to "in that"
P.9 – Line 20	"C buoy" to "Sea Buoy"
P.10- Line 13	"Specter" to "Spectre"
P.12- Line 17	"ISMAS" to "ISPS"
P.16- Line 13	"Reinspection" to "Marine Inspection"
P.24- Line 24	"and MISLE'd" to "in MISLE"
P.26- Line 18	"long short" to "long and short"
P.27- Line 12	"over nine" to "overnight"
P.29- Line 23	"██████" to "██████" and "██████" to "██████"
P.30- Line 22	"small load stations" to "small boat stations"
P.30- Line 25	"load" to "boat"
P.48- Line 19	"██████" to "██████"
P.48- Line 20	"██████" to "██████"
P.53- Line 11	"aren't designated. As is allowed" change to "are designated as is allowed"
P.60- Line 8	"██████" to "██████"
P.60- Line 11	"CIO" to "COI"
P.67- Line 25	"PBA" to "PVA"
P.68- Line 2	"PBA" to "PVA"
P.68- Line 3	"PBA" to "PVA"
P.83- Line 17	"850" to "840"
P.90- Line 2	"██████" to "██████"

P.90- Line 7	"██████" to "██████"
P.90- Line 14	"██████" to "██████"
P.90- Line 23	"PBA" to "PVA"
P.90- Line 24	"PBA" to "PVA"
P.91- Line 2	"PBA" to "PVA"
P.91- Line 5	"PBA" to "PVA"
P.91- Line 10	"PBA" to "PVA"
P.91- Line 22	"can't" to "can"
P.96- Line 13	"Specter" to "Spectre"
P.96- Line 14	"Specter" to "Spectre"
P.96- Line 15	"Specter" to "Spectre"
P.96- Line 25	"██████" to "██████", "██████" to "██████"
P.98- Line 1	"CBC" to "CVC"
P.99- Line 5	"IT-42" to "J-1942"