

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C.

- - - - - x
:
EXPRESS SHUTTLE II :
NTSB #DCA05MM002 :
:
INTERVIEW OF :
CAPTAIN MARIO ROCAMORA :
:
- - - - - x

An interview in the above entitled matter was held
on Wednesday, October 20, 2004, commencing at 11:48 a.m., in
Tarpon Springs, Florida, before:

- BOB FORD, NTSB
- BRIAN CURTIS, NTSB
- NANCY MCATEE, NTSB
- LT. ERIC STEIN, USCG
- LT. HEATH HARTLEY, USCG
- CHRIS CONNER, SUN CRUZ
- BILL KOLOKITHIS, SUN CRUZ

1 P R O C E E D I N G S

2 MR. FORD: It's October 20, 2004, we're in Tarpon
3 Springs. My name is Bob Ford, Investigator in charge with
4 the National Transportation Safety Board. I'm going to go
5 around the table. I'm going to start to my right, everyone
6 introduce themselves.

7 MR. CURTIS: Brian Curtis, NTSB, Marine
8 Engineering Accident Investigator.

9 MR. KOLOKITHIS: Bill Kolokithis, (indiscernible).

10 MR. CONNER: Chris Conner, Port Captain,
11 (indiscernible) Casino.

12 MS. MCATEE: Nancy Mcatee, NTSB Fire and Explosion
13 Specialist.

14 MR. STEIN: I'm Lieutenant Eric Stein with the
15 Coast Guard Marine Safety Office in Tampa, the Senior
16 Investigating Officer.

17 MR. HARTLEY: Lieutenant Heath Hartley, Chief of
18 Port Operations at Marine Safety Office, Tampa, with the
19 Coast Guard.

20 MR. FORD: Sir, if you could just introduce
21 yourself, who you are?

22 CAPTAIN ROCAMORA: My name is Captain Mario
23 Rocamora, R-O-C-A-M-O-R-A.

24 MR. FORD: Your position?

25 CAPTAIN ROCAMORA: I'm Captain for Sun Cruz.

1 MR. FORD: You were Captain on the day of the
2 explosion or fire?

3 CAPTAIN ROCAMORA: Yes, sir.

4 MR. FORD: Could you give us your maritime
5 background?

6 CAPTAIN ROCAMORA: I ran shrimp boats for 30
7 years. I also ran a tug boat for Tampa Ship years ago, a
8 small boat.

9 MR. FORD: Do you have a license?

10 CAPTAIN ROCAMORA: Yes, sir, I have license.

11 MR. FORD: Do you remember when you first had a
12 license?

13 CAPTAIN ROCAMORA: This is my -- coming up to my
14 30th year.

15 MR. FORD: We would like to get a copy of that.
16 I'm not sure if that's --

17 CAPTAIN ROCAMORA: Okay.

18 MR. FORD: I'm just going to give you the floor.
19 Just tell us what happened on Sunday regarding the fire.

20 CAPTAIN ROCAMORA: (Indiscernible) just happened,
21 just before it happened, or from the beginning of the day,
22 or?

23 MR. FORD: From the beginning of the day, and then
24 this way you can work into it. Whatever you think's
25 relevant.

1 CAPTAIN ROCAMORA: Okay, well, we -- I came to
2 work. We make the first run at 9:30 in the morning. We
3 boarded passengers. If I remember there was 78 passengers,
4 and we left the main dock, headed for the Casino Boat, the
5 Royal Casino. We disembarked the passengers, turned around,
6 and headed back toward Port Ritchie.

7 As I came up to marker number 12, which is the no
8 wait zone, I started powering down just before that. By the
9 time I got there, I was (indiscernible) and then the
10 starboard engine reeved up by itself without me pushing the
11 throttle. It went wide open and came back down, and went
12 back up, back down, and quit. It shut itself off.

13 So, then I had the port engine. With the port
14 engine, I started to complete my turn, and then I lost the
15 port engine. So, I turned my wheel to the starboard to put
16 the bough up on the bar. There's a bar right there at the
17 edge of the channel.

18 At that time, both deck hands came up, and they
19 said there's smoke coming out of the engine room. So, I ran
20 down, and they had, there's a small hatch that we use to go
21 down into the engine room, and check oil and maintenance.
22 That hatch, they had opened that hatch, and smoke was coming
23 out of that hatch. So, I couldn't get down there, the smoke
24 was too strong.

25 So, I decided to open the main hatch above the

1 engine, the starboard engine. We raised it like about an
2 inch and a half to two inches, and it was like a blow torch,
3 the flames came, shot out. By that time, you couldn't
4 hardly breathe, the cabin was full of smoke. So, I told the
5 deck hand, go throw the switch for the fire pump, and I ran
6 out to the bough and started pulling the fire hose off of
7 the rack.

8 So, I ran in there and in a heated moment, I
9 forgot that if the engine isn't running, the pump doesn't
10 work. By that time, we couldn't even -- we couldn't see or
11 we couldn't breathe because of the smoke was so strong. My
12 deck hand was getting dizzy, so, I said, well, let's go to
13 the bough, and we got him up to the bough.

14 Then, there was a boat, a pleasure boat that came
15 up, and I had the deck hands get onto that pleasure boat,
16 and this guy was really, like ordering me to get off the
17 boat, but I hadn't -- in my head, I hadn't exhausted all the
18 ideas to try to put it out.

19 So, I started to go up to the bridge, and -- on
20 the starboard side, the fire was coming up and going into
21 the bridge, and going to the canopy up on top, so I couldn't
22 get my log or anything up there. So, then, I decided to go
23 and get on the pleasure boat. So, I finally got on the
24 pleasure boat, and we pulled away, and we watched it.

25 Shortly after I got off of there, there was an

1 explosion. I don't know what -- what it was that exploded,
2 but then it seemed like it gave it more fuel or the whole
3 boat started catching on fire right quick then. It must've
4 took, maybe, I don't know, 20 minutes, 25 minutes, along in
5 there, where it was just all fire.

6 MR. FORD: The first indication that something was
7 wrong was strictly the loss of the engines? I don't want to
8 put words into your mouth. I just want to clear it within
9 my own mind. The starboard engine, you were idling, then
10 the port engine, and then you had enough power, or you were
11 moving enough so you --

12 CAPTAIN ROCAMORA: I had enough momentum that -
13 that's the reason I turned the wheel to the starboard,
14 because I had enough momentum to get the bough going to --

15 MR. FORD: Yes.

16 CAPTAIN ROCAMORA: -- maybe going about, between
17 four and five knots, somewhere around there, I wasn't really
18 paying attention, but we idled about that.

19 MR. FORD: So, you beached it?

20 CAPTAIN ROCAMORA: No, I hadn't --

21 MR. FORD: It hadn't beached yet?

22 CAPTAIN ROCAMORA: No, because they had come up --

23 MR. FORD: Yes.

24 CAPTAIN ROCAMORA: -- while I was doing that they
25 came up, and told me there was smoke coming out of the

1 (indiscernible).

2 MR. FORD: Okay.

3 CAPTAIN ROCAMORA: So, I didn't wait for it to --
4 I ran down there.

5 MR. FORD: Yes.

6 CAPTAIN ROCAMORA: The way they sounded was, they
7 were excited, you know, like it was a lot of -- a lot of
8 smoke, so I didn't -- I just ran down there with them.

9 MR. FORD: On this type of wheel house, if you
10 have smoke coming out of the vents, you wouldn't be able to
11 see them from the wheel house, right? You didn't have an
12 unobstructed view back toward the engine area? I haven't
13 looked at our photo yet.

14 CAPTAIN ROCAMORA: If I looked back, I could see a
15 big window behind it --

16 MR. FORD: Yes.

17 CAPTAIN ROCAMORA: -- there --

18 MR. FORD: Yes, did you make a VHF call?

19 CAPTAIN ROCAMORA: I -- after I got off the -- on
20 the pleasure boat --

21 MR. FORD: Yes.

22 CAPTAIN ROCAMORA: This guy wouldn't let me use
23 his phone. I said, I need to call the Coast Guard.

24 MR. FORD: Yes.

25 CAPTAIN ROCAMORA: And he said, I already talked

1 to them. I said, well, yeah, but I need to talk to them.
2 So, finally, when he put me on the -- this other boat, this
3 pleasure boat, I got his VHF, and started calling them, but
4 it took a long time before they came back to me.

5 MR. FORD: Yes.

6 CAPTAIN ROCAMORA: I think the one that I got was
7 the helicopter that was flying around.

8 MR. FORD: Did you get the pleasure boat's name?

9 CAPTAIN ROCAMORA: No.

10 MR. FORD: I'll let it go around the table once,
11 and then, maybe people will hit on other issues as we go,
12 like training, we want to get your 72-hour history before
13 the accident. First, how long have you worked for this
14 company?

15 CAPTAIN ROCAMORA: I think it's been -- it's, I
16 don't know, about a year and --

17 MR. FORD: A little over a year?

18 CAPTAIN ROCAMORA: Yeah, it's over -- almost two
19 years.

20 MR. FORD: Okay, Brian, do you want to?

21 MR. CURTIS: This is Brian Curtis, how are you?

22 CAPTAIN ROCAMORA: Yes, sir.

23 MR. CURTIS: What do you work for a schedule?
24 Days on and days off? (Indiscernible) schedule?

25 CAPTAIN ROCAMORA: We work -- I do the day shift

1 sometimes, and sometimes I do the night shift.

2 MR. CURTIS: How many days a week?

3 CAPTAIN ROCAMORA: Five days a week sometimes,
4 sometimes six days a week.

5 MR. CURTIS: You don't necessarily have a set
6 schedule every week?

7 CAPTAIN ROCAMORA: Not really.

8 MR. CURTIS: You've been doing that roughly for a
9 year and a half, two years?

10 CAPTAIN ROCAMORA: Yes, sir.

11 MR. CURTIS: Periodic vacations or pretty much
12 you've been doing that straight week after week?

13 CAPTAIN ROCAMORA: Yeah, about week after week.

14 MR. CURTIS: Back to the engines when they failed,
15 I just want to get a little bit more detail. When you say
16 sped up, slowed down, can we just go through that again,
17 exactly what happened? You're going along, first of all, at
18 what rate of speed? Half throttle, full throttle?

19 CAPTAIN ROCAMORA: No, we was at idle. When that
20 happened you mean?

21 MR. CURTIS: Yes.

22 CAPTAIN ROCAMORA: Yeah, we was at idle. I had
23 powered down just before, number 12, which is a no wake
24 zone --

25 MR. CURTIS: Okay.

1 CAPTAIN ROCAMORA: -- and we was already at idle,
2 and that's when that engine revved up.

3 MR. CURTIS: Just the starboard engine?

4 CAPTAIN ROCAMORA: The starboard engine, right.
5 Then, I remember the low voltage sign on the dash there was
6 blinking.

7 MR. CURTIS: How long did it stay up there, just
8 momentarily?

9 CAPTAIN ROCAMORA: No, it just went up and then
10 came down --

11 MR. CURTIS: Okay.

12 CAPTAIN ROCAMORA: -- and it went back up, and
13 then came down, and shut itself off.

14 MR. CURTIS: So, it went up twice, and then just
15 tripped out?

16 CAPTAIN ROCAMORA: Right, shut itself off.

17 MR. CURTIS: No other indication to gauge as what
18 may have happened?

19 CAPTAIN ROCAMORA: None, and at the time, I was
20 trying to keep the boat in the channel, and I went with the
21 starboard engine, because it's like an S turn right there.
22 So, I started to complete my turn with the port engine, and
23 then I was like about halfway turned towards the other
24 marker, and that engine, it didn't rev up, but it just quit.

25 MR. CURTIS: How long would you estimate between

1 the starboard engine quitting and the port engine dying out?

2 A rough guess?

3 CAPTAIN ROCAMORA: Maybe a couple of minutes,
4 maybe, something like that.

5 MR. CURTIS: So, it wasn't like it happened
6 immediately after?

7 CAPTAIN ROCAMORA: No, no.

8 MR. CURTIS: What's the vessel's schedule itself?
9 It starts at what time in the morning, how many trips does
10 it make, and when do you get done at night?

11 CAPTAIN ROCAMORA: We leave at 9:30 in the
12 morning --

13 MR. CURTIS: Okay.

14 CAPTAIN ROCAMORA: -- and we make the first run,
15 and we come back, and we leave at 11 o'clock, and we get to
16 the boat at 12 o'clock, and then we lay out there until
17 about quarter to 2:00, and we take up passengers again, off
18 the big boat, and bring them to the dock, and by that time,
19 we get to the dock around, around 3 o'clock, maybe just a
20 little before.

21 Then, we -- I usually shut down the engines and we
22 check the oil and everything, maintenance, and then we start
23 loading up at quarter after 3 o'clock, and we start -- we
24 leave the dock at 3:30 p.m.

25 MR. CURTIS: So, it's about a one hour transit

1 from the dock out to the --

2 CAPTAIN ROCAMORA: Yes, sir, it's a -- yeah, 50
3 minutes to an hour run, depending on the weather.

4 MR. CURTIS: You go to the same Casino Boat every
5 trip? You don't service more than one (indiscernible)?

6 CAPTAIN ROCAMORA: No, just the one.

7 MR. CURTIS: In the past, have you seen these
8 engines get problems like this, of them speeding up and
9 tripping out?

10 CAPTAIN ROCAMORA: No.

11 MR. CURTIS: You don't recall ever having that
12 problem before with the (indiscernible)?

13 CAPTAIN ROCAMORA: (Non-verbal response.)

14 MR. CURTIS: You mentioned, when you got back in,
15 you do the maintenance. What are your responsibilities?

16 CAPTAIN ROCAMORA: Well, I usually make sure that
17 the deck hands check the water and the oil. The, you know,
18 the oil levels and all the levels.

19 MR. CURTIS: That's done in the afternoon when
20 you?

21 CAPTAIN ROCAMORA: Yeah, usually when we got a
22 little time to do it, we do it.

23 MR. CURTIS: Is the boat checked in the morning,
24 previous to start up by anyone?

25 CAPTAIN ROCAMORA: Yes, there's an engineer that

1 checks it in the morning. He checks the same thing, he
2 checks the water, the oil, the sea strainers, the end caps
3 on the generators, there's a lot of grass out there and it
4 gets caught in the end caps where the heat exchanger's are
5 for the generators.

6 MR. CURTIS: Now, his morning maintenance prep,
7 that's done daily?

8 CAPTAIN ROCAMORA: Daily.

9 MR. CURTIS: Does he document that somewhere?

10 CAPTAIN ROCAMORA: He puts it --

11 MR. CURTIS: A record?

12 CAPTAIN ROCAMORA: -- yeah, he puts it on the
13 sheet, and then I make sure that he did it, and then I will,
14 I sign it.

15 MR. CURTIS: That morning, that you left, he
16 didn't indicate he found any problems in the (indiscernible)
17 spaces?

18 CAPTAIN ROCAMORA: No. If he finds a problem, he
19 tells me, you know, this is the problem or whatever.

20 MR. CURTIS: Okay. Now, once these records
21 (indiscernible) once you sign the record sheet, where do the
22 records go?

23 CAPTAIN ROCAMORA: They go to the Port Captain.

24 MR. CURTIS: There is no Port Engineer, Mr.
25 (indiscernible) is the Port Captain?

1 CAPTAIN ROCAMORA: Yes. I also have a sheet that
2 I check out to make sure that the deck hands are
3 (indiscernible) they get on the boat and check all the
4 holes, and make sure there's no water or anything in the
5 holes, and that's the first thing that they're supposed to
6 do.

7 MR. CURTIS: I understand some things
8 (indiscernible) the fuel line previous to that? Some days
9 before? Are aware of anything to do with that?

10 CAPTAIN ROCAMORA: I wasn't on there.

11 MR. CURTIS: You don't know if one was changed?

12 CAPTAIN ROCAMORA: No.

13 MR. CURTIS: Fueling, when is fueling done?

14 CAPTAIN ROCAMORA: Every morning.

15 MR. CURTIS: How many gallons, roughly, do you
16 generally take on?

17 CAPTAIN ROCAMORA: About 400 gallons, we don't
18 take on that much, we kind of try to maintain
19 (indiscernible) whatever we burn the night before, or the
20 day before, we replace to bring it up to --

21 MR. CURTIS: (Indiscernible) four tanks, two
22 common (indiscernible) and four at the starboard, is that --

23 CAPTAIN ROCAMORA: Yes, sir.

24 MR. CURTIS: What's your normal burn pattern? Do
25 you burn both sides?

1 CAPTAIN ROCAMORA: Both sides.

2 MR. CURTIS: All the tanks were in service?

3 CAPTAIN ROCAMORA: Uh-huh.

4 MR. CURTIS: Is it true that the starboard tanks
5 serve the starboard engine, or are they all common?

6 CAPTAIN ROCAMORA: No, they're all.

7 MR. CURTIS: So, those two tanks service both
8 engines simultaneously?

9 CAPTAIN ROCAMORA: No, the one side --

10 MR. CURTIS: Periodically, do the deck hands
11 remove (indiscernible) while you're making transit, do they
12 normally go down into the engine -- to take a look at the
13 engines, or isn't that a normal practice?

14 CAPTAIN ROCAMORA: What do you mean?

15 MR. CURTIS: Would a deck hand normally, during
16 the trip, just take a walk down --

17 CAPTAIN ROCAMORA: No.

18 MR. CURTIS: -- into the engine room? That's not
19 a normal --

20 CAPTAIN ROCAMORA: Not while we're running. While
21 we're on the way, they don't go down there.

22 MR. CURTIS: You said they came up and said they
23 saw smoke, was that one of them or both of them came up?

24 CAPTAIN ROCAMORA: Both of them came up.

25 MR. CURTIS: (Indiscernible) the other, and you

1 saw --

2 CAPTAIN ROCAMORA: That's why I didn't wait to get
3 the boat on the bar there, because they seemed, you know,
4 excited when they came up, and both of them coming up that
5 quick like that, you know, they ran up there.

6 MR. CURTIS: What about the course that you run,
7 is there a prescribed, charted course, or (indiscernible)
8 you just, what determines your path out there?

9 CAPTAIN ROCAMORA: We have a DPS that's programed
10 with the course. We have two courses. We run out to --
11 from number one to what we call the little bank. It's --
12 I'm trying to think of the name of it now. St. Martins,
13 it's like a small reef. We -- we were like, maybe, about a
14 mile and a half away from that reef, and right there, we
15 changed course, and go to St. Martin's reef, because they're
16 both the same name. The same name, they're both having the
17 same name.

18 MR. CURTIS: Okay.

19 CAPTAIN ROCAMORA: It's what we call the peanut,
20 you know.

21 MR. CURTIS: That's one course you would run?

22 CAPTAIN ROCAMORA: Yeah, the first one we run to
23 outside the little bank, and then the next one, we go to --

24 MR. CURTIS: Okay, the day of the accident, which
25 course were you on?

1 CAPTAIN ROCAMORA: To the little bank.

2 MR. CURTIS: Okay, and what determines which
3 course you'd take? As the operator, what determines which
4 way you come in?

5 CAPTAIN ROCAMORA: You mean back? Coming back?

6 MR. CURTIS: Yes.

7 CAPTAIN ROCAMORA: I just turn around right there
8 and come right on back. I punch in the (indiscernible)
9 River, and we got the course already programmed in there.

10 MR. CURTIS: Maybe we can -- the coordinates --

11 MR. FORD: What I was going to try to do was to
12 arrange a trip. Are you going to be working the boat any
13 time in the near future?

14 CAPTAIN ROCAMORA: I'll be on tomorrow.

15 MR. FORD: What we'd like to do is possibly take
16 one trip out there with him, and then, on his way back in,
17 he can show us exactly where it happened.

18 MR. CURTIS: We'll get more of this worked out
19 later, but as far as engine maintenance, the bigger engine
20 maintenance. Say, if you had to pull an engine, or
21 whatever, how is that arranged?

22 CAPTAIN ROCAMORA: I don't have anything to do
23 with that.

24 MR. CURTIS: Is the boat taken out, say, one day a
25 week, out of service for maintenance, or is it pretty much

1 every day in service unless --

2 CAPTAIN ROCAMORA: Well, we have three shuttles,
3 and usually -- maybe, if something is not right, we -- by
4 now we're kind of still -- we're only using one shuttle, so
5 we can switch shuttles and we can do maintenance on the one
6 while we use the other one.

7 MR. CURTIS: So, on any given day, is there one or
8 two shuttles that would be operating?

9 CAPTAIN ROCAMORA: When we get busy, we use two
10 shuttles.

11 MR. CURTIS: What's the average passenger load per
12 trip?

13 CAPTAIN ROCAMORA: That's kind of hard to say.
14 It's -- sometimes they show up out of the woodwork at the
15 last minute, and you might have 100 people, or maybe 110, or
16 then it could be 60 or 70, it's kind of hard to tell.

17 MR. CURTIS: The day of the accident, how many had
18 you just dropped there?

19 CAPTAIN ROCAMORA: If I remember right, I think it
20 was 78.

21 MR. CURTIS: One last area before we move on to
22 somebody else who has questions. Training, what training do
23 you have for the job? Fire and safety or any specific
24 training you've taken?

25 CAPTAIN ROCAMORA: I do a fire drill and a man

1 overboard at least once a month, and when we get new deck
2 hands, I do it more often. If we get a new deck hand on
3 there, I might do it the next day so that they're up on the
4 -- on that drill.

5 MR. CURTIS: What do you say you run for drills?
6 Which drills do you run?

7 CAPTAIN ROCAMORA: A fire drill and a man
8 overboard.

9 MR. CURTIS: Can you just go through what you do,
10 typically, on your fire drill and your man overboard drill?

11 CAPTAIN ROCAMORA: I make sure that they know how
12 to turn on the fire hose, how to direct the people if the
13 fire was in the stern or if it's in the bough, have the
14 people the other way, depending on which shuttle I'm on,
15 because some of them are different. If they're upstairs.

16 MR. CURTIS: That's all I have right now.

17 MS. MCATEE: This is Nancy Mcatee, of the NTSB.
18 You checked the port hatch first after the hands came up and
19 told you that they saw smoke?

20 CAPTAIN ROCAMORA: No, the starboard.

21 MS. MCATEE: The starboard side?

22 CAPTAIN ROCAMORA: There was a small hatch opened
23 already that's where the smoke was pouring into the cabin.

24 MS. MCATEE: Did you notice anything unusual about
25 the smoke? Was it dark? Was it light?

1 CAPTAIN ROCAMORA: It was dark, black.

2 MS. MCATEE: Did you notice any unusual smells?

3 CAPTAIN ROCAMORA: No, at that time I wasn't --
4 no, just smoke, you know.

5 MS. MCATEE: Then, when you lifted the starboard
6 hatch that was when you saw flames?

7 CAPTAIN ROCAMORA: We lifted it up about, maybe,
8 an inch and a half to two inches, and then that's when the
9 fire came out. It just kind of blew.

10 MS. MCATEE: What fire fighting efforts did you
11 guys do? Lead us through that again. I know you
12 (indiscernible) the fire hose.

13 CAPTAIN ROCAMORA: I took the fire hose, and well,
14 I had him going through (indiscernible) fire (indiscernible).
15 At the time, I wasn't thinking that if the engine is not
16 running, we have no fire hose. I ran in there with the
17 hose. We just couldn't stand the smoke. I couldn't breathe
18 or see. There is a, you know, CO2 down there, but I
19 couldn't -- there was no way you could get down to that
20 hatch.

21 MS. MCATEE: Your portable and fire
22 extinguishers --

23 CAPTAIN ROCAMORA: Yes.

24 MS. MCATEE: -- did anybody use any of those?

25 CAPTAIN ROCAMORA: I didn't. I don't know whether

1 they did before they came up, or I don't know.

2 MS. MCATEE: That's all I have for right now.

3 CAPTAIN ROCAMORA: Okay.

4 MR. STEIN: This is Lieutenant Eric Stein with the
5 Coast Guard in Tampa. Specifically, for the Express Shuttle
6 II, you indicated that in that day they switch out vessels
7 periodically --

8 CAPTAIN ROCAMORA: Uh-huh.

9 MR. STEIN: -- just depending on maintenance
10 schedules and whatnot. Had you run the Express Shuttle II
11 at all the previous week or was it down for maintenance or
12 anything that you were aware of, Captain?

13 CAPTAIN ROCAMORA: No. I, actually, we run that
14 boat most of the --

15 MR. STEIN: You say you ran the Express Shuttle II
16 most of the previous week?

17 CAPTAIN ROCAMORA: Uh-huh.

18 MR. STEIN: You were not aware of any major
19 maintenance or any maintenance taking place on the vessel?

20 CAPTAIN ROCAMORA: No.

21 MR. STEIN: Going back to the morning of the fire,
22 do you recall who the engineer was that signed the morning
23 engineering report?

24 CAPTAIN ROCAMORA: No.

25 MR. STEIN: You also indicated that you signed off

1 on that same report.

2 CAPTAIN ROCAMORA: Uh-huh, right.

3 MR. STEIN: Do you recall who the engineer was
4 that did the morning routine?

5 CAPTAIN ROCAMORA: No, I don't remember who it --
6 which one it was.

7 MR. STEIN: I also want to go back to the fire
8 drill, Captain, if you would. Are the emergency procedures
9 placated on the vessel anywhere that you're aware of, and
10 could you describe those to me?

11 CAPTAIN ROCAMORA: They're --

12 MR. STEIN: Emergency operations for the fire
13 fighting system -

14 CAPTAIN ROCAMORA: Yeah.

15 MR. STEIN: -- or what the roles are of either the
16 deck (28:05) or you, as the master, what emergency
17 procedures should take place, are they?

18 CAPTAIN ROCAMORA: Well, like I (indiscernible)
19 you know, if there's fire in there, in the (indiscernible)
20 behind there, I get the deck hands to get the people
21 forward. If upstairs, you know, I get them to come down to
22 the bough, or the (indiscernible) can go either way away
23 from the fire until we could, you know, get it contained,
24 and you know that kind of thing.

25 MR. STEIN: Are those instructions posted anywhere

1 on the boat --

2 CAPTAIN ROCAMORA: Yes.

3 MR. STEIN: -- that you're aware of?

4 CAPTAIN ROCAMORA: Uh-huh.

5 MR. STEIN: Could you tell me where that is?

6 CAPTAIN ROCAMORA: The -- like the Express Shuttle
7 I has them up there on the air conditioner. It's right
8 there where, you know, you can see it in view.

9 MR. STEIN: The Express Shuttle II?

10 CAPTAIN ROCAMORA: That -- downstairs in the --
11 right by the door there.

12 MR. STEIN: Did you work often with the deck hands
13 that you had that day, and could you tell me who the deck
14 hands were?

15 CAPTAIN ROCAMORA: No, they -- they're new, both
16 of them are new, and I don't -- I think -- I don't think
17 they've worked with me more than -- the one, I think more
18 than once. They're fairly new.

19 MR. STEIN: Their names? Could you tell me their
20 names?

21 CAPTAIN ROCAMORA: I can't tell you the last name,
22 but their first name is Cory, and the other one's Mike.

23 MR. STEIN: Okay.

24 CAPTAIN ROCAMORA: I think Cory, his last name is
25 Byrd, I think.

1 MR. STEIN: You indicated that (indiscernible)
2 fire drills with new people that you start working with?

3 CAPTAIN ROCAMORA: Yes, sir. I usually --

4 MR. STEIN: Did you get a chance to do a fire
5 drill with these?

6 CAPTAIN ROCAMORA: No, I usually do it -- I try to
7 do it when there's no passengers on there, and so I usually
8 do it on the layover. When I pick up passengers at 11
9 o'clock, I get to the boat at 12 o'clock, and then we pull
10 away, and we stay out there until quarter to 2:00.

11 We don't pick up until quarter to 2:00, so I have
12 time to show them how to work the fire pump, and also the
13 (indiscernible), which is the same. You just shut one valve
14 off and shutting the others off, and the man overboard,
15 we'll do it. I'll try -- I usually try to do it there while
16 we don't have customers on the boat.

17 MR. STEIN: Are there any written emergency
18 procedures that either Paradise Casino or Sun Cruz, did they
19 provide those to you when they hired you?

20 CAPTAIN ROCAMORA: Yea.

21 MR. STEIN: Emergency firefighting procedures?

22 CAPTAIN ROCAMORA: Yes, sir.

23 MR. STEIN: Documents on how to deal with a fire
24 on that particular vessel?

25 CAPTAIN ROCAMORA: Uh-huh.

1 MR. STEIN: You have received documentation from
2 them --

3 CAPTAIN ROCAMORA: Uh-huh.

4 MR. STEIN: -- and training?

5 CAPTAIN ROCAMORA: Yes.

6 MR. STEIN: Are you familiar with the fixed
7 firefighting system on the Express Shuttle II?

8 CAPTAIN ROCAMORA: Yes, sir.

9 MR. STEIN: It's operation?

10 CAPTAIN ROCAMORA: Yes, sir.

11 MR. STEIN: Could you walk me through, typically,
12 in a drill, how you might set off the system?

13 CAPTAIN ROCAMORA: For that system to get set off
14 theirs a hatch in front of the, what do you call it, the
15 (indiscernible) in front of the fuel tanks. There's two
16 right there, and the other bulk head, and we go and we pull
17 the levers and evacuate them and then you get off.
18 (Indiscernible) the fire extinguishers (indiscernible).

19 MR. HARTLEY: This is Lieutenant Hartley from the
20 Coast Guard. Captain, when you were alerted that there was
21 an emergency, by the crew, and you went down for the deck,
22 you said you saw smoke coming out of the machinery space?

23 CAPTAIN ROCAMORA: Out of the -- yeah, out of
24 the --

25 MR. HARTLEY: The hatch was open?

1 CAPTAIN ROCAMORA: The small hatch, yes.

2 MR. HARTLEY: Yes, it was open. In relation to
3 that space, where was that hatch? Was it forward --

4 CAPTAIN ROCAMORA: No, it's after.

5 MR. HARTLEY: (Indiscernible) center line?

6 CAPTAIN ROCAMORA: No, it's past mid-ship.

7 MR. HARTLEY: Okay, but it's in the center of the
8 (indiscernible) --

9 CAPTAIN ROCAMORA: In the center, right.

10 MR. HARTLEY: In the (indiscernible)?

11 CAPTAIN ROCAMORA: Between -- actually, it's
12 between the two generators and the three main engines.

13 MR. HARTLEY: Okay, but that hatch was open?

14 CAPTAIN ROCAMORA: It was open.

15 MR. HARTLEY: Did you close it at that time?

16 CAPTAIN ROCAMORA: No.

17 MR. HARTLEY: Did any of the crew members?

18 CAPTAIN ROCAMORA: No.

19 MR. HARTLEY: Did the deck hands close off any
20 vents to the machinery space? Did you have power,
21 ventilation, or is it natural ventilation in that space?

22 CAPTAIN ROCAMORA: That I know, I didn't close
23 anything.

24 MR. HARTLEY: Did you direct them to, or did
25 you --

1 CAPTAIN ROCAMORA: No.

2 MR. HARTLEY: -- in fact?

3 CAPTAIN ROCAMORA: No.

4 MR. HARTLEY: Okay, what about the fuel supply?

5 CAPTAIN ROCAMORA: That's in the front. The

6 engine's

7 like -- the engine room maybe right at mid ship, and the

8 fuel tanks are forward of that.

9 MR. HARTLEY: Just in the bulkhead head?

10 CAPTAIN ROCAMORA: Right.

11 MR. HARTLEY: Next to (indiscernible)?

12 CAPTAIN ROCAMORA: Right.

13 MR. HARTLEY: If you had to shut the fuel supply

14 off, how would you do it?

15 CAPTAIN ROCAMORA: It's right there. The fuel

16 supply, there's two shut offs right there --

17 MR. HARTLEY: On the main deck?

18 CAPTAIN ROCAMORA: On the main deck there's a -

19 MR. HARTLEY: It's like a (indiscernible) or --

20 CAPTAIN ROCAMORA: No, there's a hatch that you

21 pick up, and shut the fuel off right there.

22 MR. HARTLEY: You'd have to reach your arm into

23 the space?

24 CAPTAIN ROCAMORA: No, not very far. It's right

25 there.

1 MR. HARTLEY: Twelve inches or less?

2 CAPTAIN ROCAMORA: Maybe like that.

3 MR. HARTLEY: Did either of the deck hands shut
4 the fuel off or yourself?

5 CAPTAIN ROCAMORA: No.

6 MR. HARTLEY: Did anybody secure the electric to
7 the space, or is that possible?

8 CAPTAIN ROCAMORA: Yeah, we shut the generators
9 off to do that.

10 MR. HARTLEY: You could.

11 CAPTAIN ROCAMORA: Yeah -

12 MR. HARTLEY: From outside --

13 CAPTAIN ROCAMORA: -- that'll shut the -

14 MR. HARTLEY: -- power panel distribution panel?

15 CAPTAIN ROCAMORA: There's a panel there, right
16 there.

17 MR. HARTLEY: On the main deck.

18 CAPTAIN ROCAMORA: Yeah.

19 MR. HARTLEY: Did anybody secure the power -

20 CAPTAIN ROCAMORA: No.

21 MR. HARTLEY: -- at that time?

22 CAPTAIN ROCAMORA: No.

23 MR. HARTLEY: Did you or the deck hands consider,
24 did you talk about releasing the fix fire extinguishing
25 system? Did you consider doing that?

1 CAPTAIN ROCAMORA: No, by the time I thought of
2 pulling them things, I couldn't get down in there, it was
3 just so -- you couldn't even walk in five feet from the
4 door. Inside there it was -- smoke was thick. You couldn't
5 breathe, my eyes were watering, and actually, we all got
6 dizzy.

7 MR. HARTLEY: Well, they're two deck hands, and
8 Mr. Stein asked this question earlier. I just want to
9 clarify. Of the two deck hands you had that day, had you
10 ever conducted a drill with either of them?

11 CAPTAIN ROCAMORA: No, because they were new and I
12 don't -- actually, I don't remember them working with me,
13 maybe once before.

14 MR. HARTLEY: One of them, once before?

15 CAPTAIN ROCAMORA: Yeah.

16 MR. HARTLEY: Maybe?

17 CAPTAIN ROCAMORA: Usually, when I get a new deck
18 hand, like I say, if they're new, and I just did a drill,
19 I'd go ahead and do a drill the next day again for the
20 new -

21 MR. HARTLEY: Okay.

22 CAPTAIN ROCAMORA: -- so they could be, you know,
23 up on it.

24 MR. HARTLEY: Would you know, off hand, or would
25 you be able to get the information of when these folks

1 participated in their last drill?

2 CAPTAIN ROCAMORA: No, they all --

3 MR. HARTLEY: I mean, obviously somebody's got
4 that record.

5 CAPTAIN ROCAMORA: -- (indiscernible) all that my
6 log and everything burnt up right then and there in the
7 bridge -

8 MR. HARTLEY: Okay.

9 CAPTAIN ROCAMORA: -- because we keep a record
10 there.

11 MR. HARTLEY: Can you explain to me, one more
12 time, what procedure would you use to engage the fix fire
13 extinguisher system?

14 CAPTAIN ROCAMORA: I have to open the hatch, go
15 down there, and pull the levers, you know, to engage them.

16 MR. HARTLEY: Which levers?

17 CAPTAIN ROCAMORA: You know, the wires that both
18 pull the trigger or whatever you want to -- whatever you
19 call it there.

20 MR. HARTLEY: Refresh my memory. I'm looking at
21 the boat and there's one 100 pound bottle of
22 (indiscernible).

23 CAPTAIN ROCAMORA: No, there's two.

24 MR. HARTLEY: There's two?

25 CAPTAIN ROCAMORA: I'm pretty sure there's two.

1 MR. HARTLEY: I think there's one.

2 CAPTAIN ROCAMORA: And there's two --

3 MR. HARTLEY: Oh, you're thinking of the
4 nozzles -

5 CAPTAIN ROCAMORA: Yeah.

6 MR. HARTLEY: -- (indiscernible), okay. In the
7 fuel tank space --

8 UNIDENTIFIED SPEAKER: I think there's two
9 (indiscernible).

10 CAPTAIN ROCAMORA: Yeah, there's two.

11 UNIDENTIFIED SPEAKER: I knew there was two.

12 MR. FORD: The (indiscernible) guys are going to
13 have to clarify that.

14 MR. HARTLEY: Okay.

15 CAPTAIN ROCAMORA: Yeah.

16 MR. HARTLEY: So, in the fuel space, where you
17 would go and open the hatch, and go down in below, was there
18 a placard instructions that would tell the operator how to
19 release the agent?

20 CAPTAIN ROCAMORA: That I don't remember, but I
21 know how to, you know, I know to go and pull the -- pull
22 them, you know.

23 MR. HARTLEY: Which specific valves would you
24 release? Can you explain that to me? Which specific
25 valves? I mean, you're saying release a trigger, is what --

1 CAPTAIN ROCAMORA: On each one.

2 MR. HARTLEY: On each bottle?

3 CAPTAIN ROCAMORA: Yeah.

4 MR. HARTLEY: So, there were two bottles?

5 CAPTAIN ROCAMORA: Well, I couldn't get down in
6 there.

7 MR. HARTLEY: Okay, but having the experience on
8 that vessel that you have, you know that system pretty well?

9 CAPTAIN ROCAMORA: Pretty well.

10 MR. HARTLEY: So, how many extinguishing bottles
11 were there?

12 CAPTAIN ROCAMORA: Two.

13 MR. HARTLEY: Two?

14 CAPTAIN ROCAMORA: Two.

15 MR. HARTLEY: Okay.

16 CAPTAIN ROCAMORA: As far as I can remember there
17 was two.

18 MR. HARTLEY: Would you take any other steps
19 before releasing that agent during a drill, for example?

20 CAPTAIN ROCAMORA: Yeah, I wouldn't release them
21 unless I really knew -- because I didn't know where the fire
22 was or, you know, I would do that.

23 MR. HARTLEY: Were there any other instructions
24 you remember on how to use that system?

25 CAPTAIN ROCAMORA: No, I don't remember any.

1 MR. HARTLEY: For example, would you secure the
2 ventilation through the space? The machinery space?

3 CAPTAIN ROCAMORA: Oh, I would -- yeah, I would --

4 MR. HARTLEY: Was that written anywhere? How to
5 use the system?

6 CAPTAIN ROCAMORA: That I don't remember.

7 MR. HARTLEY: Okay.

8 CAPTAIN ROCAMORA: But I would -- you have to
9 close that small hatch.

10 MR. HARTLEY: All right, sir, thank you.

11 MR. FORD: I've got a bunch, as time goes on, and
12 it may jump around a little bit. A lot of it has nothing to
13 do with your situation that we know of, it's just things
14 were identified in other accidents, so I just want to make
15 sure we do cover it.

16 Passenger count, when you leave the dock, how do
17 you get the passenger count? How many people are on board?

18 CAPTAIN ROCAMORA: When they -- they come through
19 the ticket office and they get a -- they get a pass.

20 MR. FORD: Yes.

21 CAPTAIN ROCAMORA: And then the deck hand collects
22 that pass.

23 MR. FORD: Yes.

24 CAPTAIN ROCAMORA: And, you know, we also count
25 them.

1 MR. FORD: Yes. The deck men counts them?

2 CAPTAIN ROCAMORA: I also carry a clicker on my --
3 in my bag. If I see it's going to get real busy, I use that
4 clicker (indiscernible) and they make the count.

5 MR. FORD: Is that count sent back to an office,
6 or just maintained on board the vessel?

7 CAPTAIN ROCAMORA: No, it's -- they also have a
8 count at the dock, and then, I'll have it on the boat, in
9 the log, and then, when we go to the big boat, they also
10 count them as they come on. They have a clicker and they --

11 MR. FORD: Okay, so the ticket office sells 78
12 tickets, like on this trip -

13 CAPTAIN ROCAMORA: Uh-huh.

14 MR. FORD: -- and they say, they know you're
15 leaving at 9:30 --

16 CAPTAIN ROCAMORA: Right.

17 MR. FORD: -- so, they have that count. Then you
18 check the count by saying, yes, we have 78, correct?

19 CAPTAIN ROCAMORA: Right, correct.

20 MR. FORD: But you don't go back to the ticket
21 office by radio or phone and say, we've got 78 people on
22 board and we're departing? Do you ever confirm back to the
23 ticket office how many people are on board? No?

24 CAPTAIN ROCAMORA: No, I --

25 MR. FORD: Could somebody possibly, buy a ticket

1 and say, well, I'm going to wait an hour, or do they buy
2 that ticket for that trip? If you're not sure, just say and
3 then we'll find out.

4 CAPTAIN ROCAMORA: No, if he doesn't show, if he
5 doesn't go through the line, it doesn't make any difference.
6 Unless he goes through the line, we get that ticket.

7 UNIDENTIFIED SPEAKER: They count on board. They
8 count the tickets --

9 MR. FORD: Yes.

10 UNIDENTIFIED SPEAKER: -- after they're boarding.
11 So, (indiscernible) how many people actually are on board.

12 CAPTAIN ROCAMORA: Yeah.

13 MR. FORD: Okay, but that's never sent back to
14 anyone ashore is what I'm saying?

15 UNIDENTIFIED SPEAKER: Yes, they have that --

16 CAPTAIN ROCAMORA: They have that --

17 UNIDENTIFIED SPEAKER: -- give him the count for
18 his log book.

19 MR. FORD: Okay, so, where I'm trying to go is, is
20 it possible that somebody could buy a ticket, say, I'm going
21 out on this trip, change their mind --

22 CAPTAIN ROCAMORA: No, they --

23 MR. FORD: -- and go back --

24 CAPTAIN ROCAMORA: -- the colors are different.

25 MR. FORD: Oh, the colors are different? Okay.

1 UNIDENTIFIED SPEAKER: Have you ever seen a
2 boarding pass at the ticket booth? A boarding pass for the
3 deck hand?

4 MR. FORD: Yes.

5 UNIDENTIFIED SPEAKER: He turns and
6 (indiscernible) the dock master (indiscernible).

7 MR. FORD: Okay, sounds good. How's VHF
8 frequency? What frequencies do you monitor?

9 CAPTAIN ROCAMORA: I leave one on channel 16 --

10 MR. FORD: Yes.

11 CAPTAIN ROCAMORA: -- and one on channel 11.

12 MR. FORD: Eleven?

13 CAPTAIN ROCAMORA: We have two, VHF.

14 MR. FORD: Yes, and why 11, is that a popular
15 frequency in this area?

16 CAPTAIN ROCAMORA: No, I guess it's just one that
17 we use, you know.

18 MR. FORD: In your company, or in everyone?

19 CAPTAIN ROCAMORA: No, we use Nextel, actually,
20 you know, but you know how that is, a back up if we -- maybe
21 the Nextel's not got good reception that day, and I'm coming
22 up to the boat, I like to let him know like 15 minutes
23 before get to him --

24 MR. FORD: Yes.

25 CAPTAIN ROCAMORA: -- and let him know I'm 15

1 minutes away --

2 MR. FORD: Yes.

3 CAPTAIN ROCAMORA: -- so he knows I'm 15 minutes
4 away.

5 MR. FORD: So, all the captains that operate these
6 boats, also monitor 11, then?

7 CAPTAIN ROCAMORA: They also do, yes.

8 MR. FORD: You all know it so you can --

9 CAPTAIN ROCAMORA: Yes.

10 MR. FORD: -- okay, that's all. I'm going to come
11 back to the 72-hour because that could take a little while.

12 I'm not quite sure if I get the engine room entry. It's a
13 hatch. It's a lift up hatch?

14 CAPTAIN ROCAMORA: It has a hatch over each end,
15 and there's three hatches, actually.

16 MR. FORD: Yes, three hatches.

17 CAPTAIN ROCAMORA: There's a small one that we use
18 to go in and out of --

19 MR. FORD: Yes.

20 CAPTAIN ROCAMORA: -- for maintenance --

21 MR. FORD: Yes.

22 CAPTAIN ROCAMORA: -- and there's two big ones
23 above each engine.

24 MR. FORD: Yes, are they hinged?

25 CAPTAIN ROCAMORA: No.

1 MR. FORD: They're not hinged?

2 CAPTAIN ROCAMORA: No, they're not hinged.

3 MR. FORD: So, if you have people on board, would
4 it be difficult to get to those hatches?

5 CAPTAIN ROCAMORA: Yes, because there's cables,
6 they're long, narrow cables that come out and then there's
7 chairs.

8 MR. FORD: So, there's no way you could make, with
9 the people on board, an inspection, just lift up, look in,
10 and close it down?

11 CAPTAIN ROCAMORA: No, you have to go through the
12 small hatch.

13 MR. FORD: You had smoke alarms, or heat alarms?
14 What type of fire detection alarms did you have on there?

15 CAPTAIN ROCAMORA: I don't know what type they
16 were.

17 MR. FORD: Not necessarily the brand. Would you
18 hear them, would you see them, were they both audio?

19 CAPTAIN ROCAMORA: We have an -- on the bridge.

20 MR. FORD: On the bridge?

21 CAPTAIN ROCAMORA: But I never heard it go off.

22 MR. FORD: You heard no alarms go off?

23 CAPTAIN ROCAMORA: No.

24 MR. FORD: Was there also a light? Was there a
25 light and a sound alarm?

1 CAPTAIN ROCAMORA: Yes, the alarm goes off and the
2 light. There's a red light.

3 MR. FORD: Yes.

4 CAPTAIN ROCAMORA: And the same thing with the
5 high water alarm.

6 MR. FORD: Is there a test? Is there a way to
7 test that alarm? There's like a push button, you know, like
8 the old smoke alarm at home?

9 UNIDENTIFIED SPEAKER: (Indiscernible) smoke.

10 MR. FORD: Okay.

11 CAPTAIN ROCAMORA: Yeah.

12 MR. FORD: Have you ever heard it go off before,
13 like during a drill or a test or anything?

14 CAPTAIN ROCAMORA: No.

15 MR. FORD: So, you wouldn't know how loud it would
16 be?

17 CAPTAIN ROCAMORA: Like the high water alarm, I'll
18 take and every so often, I have the deck hand go down there
19 and raise the --

20 MR. FORD: Yes.

21 CAPTAIN ROCAMORA: -- and I'm on the bridge making
22 sure that each one of them goes off.

23 MR. FORD: Okay, I was going to get to that but
24 since you're on that I might as well go with it. How many
25 (indiscernible) pumps did you have, do you know?

1 CAPTAIN ROCAMORA: What we use is the, you know,
2 it runs off the engine.

3 MR. FORD: Yes.

4 CAPTAIN ROCAMORA: And we got the manifold there
5 that we shut, whichever compartment you want to pump out,
6 you open that one, leave the other shut, and open one, it
7 goes overboard.

8 UNIDENTIFIED SPEAKER: Like inductor?

9 CAPTAIN ROCAMORA: Yes, like, you know, a manifold
10 like a regular -- it's numbered to each section, you know,
11 like (indiscernible), number 1, first hole, and number 2,
12 like that.

13 UNIDENTIFIED SPEAKER: We had to really look at
14 the plans to get a better idea --

15 MR. FORD: How about, you said Gill's alarms, you
16 said you would have your guys down and test --

17 CAPTAIN ROCAMORA: Highwater alarms.

18 MR. FORD: How many of them did the --

19 CAPTAIN ROCAMORA: One in each hole.

20 UNIDENTIFIED SPEAKER: One in each hole
21 (indiscernible).

22 MR. FORD: How often would you have them tested?

23 CAPTAIN ROCAMORA: I usually -- about every two,
24 three weeks, you know, along in there.

25 MR. FORD: Did you ever have any problem with

1 them?

2 CAPTAIN ROCAMORA: No.

3 MR. FORD: I'm going to go back to firefighting
4 training after your 72-hour, you said there were procedures,
5 written procedures, were they on the boat itself?

6 CAPTAIN ROCAMORA: Uh-huh.

7 MR. FORD: Where were they kept?

8 CAPTAIN ROCAMORA: They're pasted on the wall.

9 MR. FORD: C.O.I., Certificate of Inspection?

10 CAPTAIN ROCAMORA: It has either man overboard and
11 fire.

12 MR. FORD: How about certificate of inspection,
13 was that on the boat too?

14 CAPTAIN ROCAMORA: That's in the bridge.

15 MR. FORD: On the bridge, mounted?

16 CAPTAIN ROCAMORA: Yes, sir, behind the glass.

17 MR. FORD: Have you been involved in any other
18 fires, sinkings, groundings, or a situation where you had to
19 react quickly?

20 CAPTAIN ROCAMORA: No.

21 MR. FORD: No, so, you've had a good career?

22 CAPTAIN ROCAMORA: (Indiscernible.)

23 MR. FORD: Placards, I talked about. How often
24 would you rotate on other boats? I mean you were on this
25 one quite a bit, or do you rotate amongst all the boats, all

1 the time? So, would you say it's an even rotation?

2 CAPTAIN ROCAMORA: Yeah, we might run three, four
3 days with one, and then, you know, then the other, like
4 that.

5 MR. FORD: Now, a few more from (indiscernible)
6 life jackets' stowage, where were they stowed?

7 CAPTAIN ROCAMORA: On that boat there
8 (indiscernible) on the main deck.

9 MR. FORD: Yes.

10 CAPTAIN ROCAMORA: They're all stored in there,
11 and then up on the bridge, behind me, there's stored in
12 there. There's a bench there and they're stored underneath
13 there.

14 MR. FORD: Did you have child-sized life jackets
15 on board?

16 CAPTAIN ROCAMORA: No.

17 MR. FORD: Did you ever carry children?

18 CAPTAIN ROCAMORA: No.

19 MR. FORD: I guess gambling you wouldn't. They
20 wouldn't even be allowed.

21 CAPTAIN ROCAMORA: No, they're not allowed in
22 (indiscernible).

23 MR. FORD: Okay.

24 UNIDENTIFIED SPEAKER: (Indiscernible) child-sized
25 life jackets (indiscernible).

1 MR. FORD: Safety announcements, as you're
2 departing, do you give safety announcements?

3 CAPTAIN ROCAMORA: We have a disc that we put in
4 the disc player there.

5 MR. FORD: It's a recording?

6 CAPTAIN ROCAMORA: Yes, sir.

7 MR. FORD: Did you ever have any issue with
8 speakers working or not working?

9 CAPTAIN ROCAMORA: No.

10 MR. FORD: How long of an announcement is it?

11 CAPTAIN ROCAMORA: I don't know, maybe, three
12 minutes, maybe, something like that.

13 MR. FORD: I guess, obviously, we can get a copy
14 of that, okay? You have extras of that so we can get a
15 copy?

16 UNIDENTIFIED SPEAKER: Probably not
17 (indiscernible).

18 MR. FORD: Seventy-two hour history, we look at
19 the human performance issues, you know, have you been
20 sleeping well, have you had a fight with your wife, did she
21 feed you rotten food, get mad at you, just something which
22 might've led up to why, maybe, you did or didn't respond.
23 We ask this every single accident. We ask every single
24 person.

25 It's, as I said, it's for our human performance

1 people. They look at it. They keep records of it, and they
2 came up with the number, three days before, or 72-hours
3 before the accident. So, I will say you start about midday
4 Thursday, and kind of just give me your personal schedule
5 and your work schedule.

6 CAPTAIN ROCAMORA: Here lately, I've been working
7 the day shift most of the time, and then the other captain
8 comes in, in the evening. I start -- I make the first run
9 at 9:30 a.m., and I make my last run -- oh, I get back at
10 the dock at about quarter to 6:00 p.m. or along in there,
11 and he his already there, and my day ends there.

12 MR. FORD: How far a drive is it home?

13 CAPTAIN ROCAMORA: It's about -- depending on the
14 traffic, sometimes 20 minutes, sometimes a half hour.

15 MR. FORD: On Thursday, 9:30 a.m. in the morning
16 you started?

17 CAPTAIN ROCAMORA: Uh-huh.

18 MR. FORD: 5:45 p.m., finished up. Say, we're
19 looking at 6:30 p.m. getting home. So, what time would you
20 have gone to bed?

21 CAPTAIN ROCAMORA: When I get home, I take a
22 shower and have dinner, and watch T.V. for a little bit.

23 MF. FORD: Yes.

24 CAPTAIN ROCAMORA: I usually get to bed around
25 9:00 p.m. or so.

1 MR. FORD: Okay, 9:00 p.m. to bed. Okay, so, then
2 Friday, you would've gotten up, what time, about?

3 CAPTAIN ROCAMORA: I usually get up 6:00 a.m.,
4 around 6:00 a.m., 5:30 a.m., 6 o'clock -

5 MR. FORD: Yes.

6 CAPTAIN ROCAMORA: -- to sit and talk with my wife
7 and have coffee before I get ready.

8 MR. FORD: And then the same schedule on Friday
9 would've been 9:30 a.m. to 5:45 p.m., home about 6:30 p.m.,
10 9 o'clock to bed again for Friday, right, and then and then
11 Saturday. Saturday, what would've been your schedule, the
12 same?

13 CAPTAIN ROCAMORA: The same thing.

14 MR. FORD: From Thursday, Friday, Saturday, did
15 you have any personal issues at home that might've disrupted
16 your sleep?

17 CAPTAIN ROCAMORA: No.

18 MR. FORD: Are you a good sleeper?

19 CAPTAIN ROCAMORA: Pretty good.

20 MR. FORD: You don't remember being woke up by
21 sport scores or --

22 CAPTAIN ROCAMORA: (Indiscernible.)

23 MR. FORD: How about medication, do you take any
24 medication?

25 CAPTAIN ROCAMORA: I have -- I take medication for

1 my prostate.

2 MR. FORD: Yes.

3 CAPTAIN ROCAMORA: Then, I take antibiotics for --
4 I have Rosacia.

5 MR. FORD: Yes.

6 CAPTAIN ROCAMORA: And I take glucose for -- I'm
7 kind of a borderline diabetic.

8 MR. FORD: On any of these specific medications,
9 are there any side effects that you know of that would
10 concern you operating a boat that --

11 CAPTAIN ROCAMORA: No.

12 MR. FORD: -- anything a doctor would say if this
13 starts to happen?

14 CAPTAIN ROCAMORA: No.

15 MR. FORD: No?

16 CAPTAIN ROCAMORA: No.

17 MR. FORD: You say you're a borderline diabetic,
18 how often would you take the glucose, when you just feel the
19 need?

20 CAPTAIN ROCAMORA: No, I just take it every
21 morning.

22 MR. FORD: Every morning.

23 CAPTAIN ROCAMORA: In fact, my last visit, I lost
24 some weight, and he told me that my next visit to him, if
25 it's still down as far as it is, so he cut my pill in half,

1 and he's going to just discontinue the pill.

2 MR. FORD: We got up to the point until the fire
3 department arrived on the scene. Can you just tell us a
4 little bit about the response? You waited on the boat,
5 (indiscernible) boat, until the fire department got there?
6 Is that correct?

7 CAPTAIN ROCAMORA: No, no, I waited on the
8 pleasure boat.

9 MR. FORD: You waited on the pleasure boat?

10 CAPTAIN ROCAMORA: Away from --

11 MR. FORD: Away, and then you saw the fire
12 department arrive on scene?

13 CAPTAIN ROCAMORA: No, I didn't -- I hadn't seen
14 them. There was so many boats there --

15 MR. FORD: Yes.

16 CAPTAIN ROCAMORA: -- we couldn't -- you know, and
17 people, they're nosy so they're all in front of us there,
18 and we couldn't even get any closer.

19 MR. FORD: Okay.

20 CAPTAIN ROCAMORA: Plus the sheriff department's
21 boat was there, and the police department's boat was there.

22 MR. FORD: Yes.

23 CAPTAIN ROCAMORA: And I knew the fire department
24 was there, because the Coast Guard told me it was there.

25 MR. FORD: So, where did the rec boat take you?

1 Where did you go next?

2 CAPTAIN ROCAMORA: I went back to the dock after.

3 MR. FORD: So, the wreck boat took you the entire
4 way back to the dock?

5 CAPTAIN ROCAMORA: What do you mean by the rec
6 boat?

7 MR. FORD: It was a private boat, it's a pleasure
8 boat?

9 CAPTAIN ROCAMORA: Right.

10 MR. FORD: Oh, I'm sorry, rec boat. Pleasure
11 boat, some recreational boat, or a pleasure boat.

12 CAPTAIN ROCAMORA: Yeah.

13 MR. FORD: He took you back to the dock, and then
14 one of the guys had smoke inhalation, right?

15 CAPTAIN ROCAMORA: Oh, no, that boat, the guy that
16 -- the pleasure boat that pulled up to the shuttle --

17 MR. FORD: Yes.

18 CAPTAIN ROCAMORA: -- he took the deck hand,
19 because I had called ahead for an ambulance.

20 MR. FORD: Yes.

21 CAPTAIN ROCAMORA: So, I told him, take them to
22 the dock, because the ambulance would be on it's way.

23 MR. FORD: Okay.

24 CAPTAIN ROCAMORA: He took them to the dock, and I
25 got on this other pleasure boat.

1 MR. FORD: Okay, I must've misunderstood you. So,
2 the two deck hands got off on one pleasure boat?

3 CAPTAIN ROCAMORA: Right.

4 MR. FORD: You got off on another?

5 CAPTAIN ROCAMORA: I had him put me on the other
6 boat.

7 MR. FORD: And you don't have the names of either
8 one of the pleasure boats, then that you know of?

9 CAPTAIN ROCAMORA: No.

10 MR. FORD: Then, you made the call, on the
11 pleasure boat you were on --

12 CAPTAIN ROCAMORA: Right, exactly.

13 MR. FORD: -- and you contacted the Coast Guard,
14 is that correct?

15 CAPTAIN ROCAMORA: Yes, sir.

16 MR. FORD: Have you had any formal firefighting
17 training? To a firefighting school?

18 CAPTAIN ROCAMORA: Just one, when I went to -- for
19 my license, you know what little bit that they show you
20 there.

21 MR. FORD: Where was that?

22 CAPTAIN ROCAMORA: Right here in Sea School.

23 MR. FORD: Sea School, and --

24 UNIDENTIFIED SPEAKER: Bob, the second boat he got
25 on was our pleasure boat.

1 MR. FORD: Okay.

2 UNIDENTIFIED SPEAKER: I had sent a guy from our
3 dock.

4 MR. FORD: Yes.

5 UNIDENTIFIED SPEAKER: (Indiscernible) that were
6 maintenance guys.

7 MR. FORD: Okay.

8 UNIDENTIFIED SPEAKER: To go see if he could
9 assist or help them in any way.

10 MR. FORD: Yes.

11 UNIDENTIFIED SPEAKER: So, he got off the rescue
12 boat --

13 UNIDENTIFIED SPEAKER: -- onto our pleasure boat
14 and the crew went (indiscernible) original rescue boat.

15 MR. FORD: Okay.

16 UNIDENTIFIED SPEAKER: It's a trophy that
17 (indiscernible) official number, or Florida number, I don't
18 know what that is.

19 MR. FORD: Okay.

20 UNIDENTIFIED SPEAKER: It doesn't have a name.

21 MR. FORD: That sounds good, thanks. So, you went
22 to Sea School, and where's that located, Tampa?

23 CAPTAIN ROCAMORA: They're not in business
24 anymore. It was in Hernando Beach. It was actually a
25 (indiscernible).

1 MR. FORD: Yes. (Indiscernible) What year was
2 that? About?

3 CAPTAIN ROCAMORA: Well, this is going to be my
4 third (indiscernible).

5 MR. FORD: About 15 years ago?

6 CAPTAIN ROCAMORA: Pretty close.

7 MR. FORD: You haven't gone to any approved
8 firefighting school where you actually --

9 CAPTAIN ROCAMORA: No, I didn't go to a
10 firefighting school or nothing like that, no.

11 MR. FORD: Okay, Brian?

12 MR. CURTIS: (Indiscernible.) As far as the
13 (indiscernible) pump, is that direct coupled to the main
14 engine?

15 CAPTAIN ROCAMORA: Yes, sir.

16 MR. CURTIS: (Indiscernible) and start that pump?
17 How do you start the power pump?

18 CAPTAIN ROCAMORA: There's a switch on the panel,
19 in the stern of the boat there. There's a switch that you
20 could throw on and that turns that pump on.

21 MR. CURTIS: Is that on the stern somewhere?

22 CAPTAIN ROCAMORA: Yes.

23 MR. CURTIS: Is that marked on the plaque or
24 anything --

25 CAPTAIN ROCAMORA: Fire pump, emergency fire pump.

1 MR. CURTIS: It's emergency fire pump, but it's
2 the only fire pump, correct, because there is no electric
3 fire pump or anything beside that one pump?

4 CAPTAIN ROCAMORA: No, that's the only.

5 MR. CURTIS: You had two main engines and two
6 generators, is that correct?

7 CAPTAIN ROCAMORA: Yes.

8 MR. CURTIS: They're both generated run
9 constantly, or when did you use the generator?

10 CAPTAIN ROCAMORA: No, we usually will run the
11 port one on or we'll run the starboard on, and you know,
12 just when we need them on.

13 MR. CURTIS: One at a time? Which one was running
14 at the time of the accident?

15 CAPTAIN ROCAMORA: That I don't remember which
16 one.

17 MR. CURTIS: I mentioned the (indiscernible) could
18 take on around 400 gallons a day, at the time of the
19 accident, could you estimate, roughly, what you had on
20 board?

21 CAPTAIN ROCAMORA: Pretty well 400 gallons,
22 because that was the first run.

23 MR. CURTIS: In each tank?

24 CAPTAIN ROCAMORA: Yeah.

25 MR. CURTIS: Between yourselves and two deck

1 hands, do you have any type of communications like a hand
2 held radio or anything, or there is no on-board
3 communication?

4 CAPTAIN ROCAMORA: There's a phone. I can call
5 them from the bridge or they can call me from downstairs.

6 MR. CURTIS: Where's their phone located?

7 CAPTAIN ROCAMORA: In the back of the boat by the
8 service bar there.

9 MR. CURTIS: Those are the only two phones?

10 CAPTAIN ROCAMORA: Yes, sir.

11 MR. CURTIS: On the drills, is it because you
12 would probably know when these deck hands last had their
13 drill? Is it documented in the office?

14 CAPTAIN ROCAMORA: No, it's -- I have a log for
15 that and it's documented in that log.

16 MR. CURTIS: So, it stays with the vessel, then

17 CAPTAIN ROCAMORA: Yes, sir.

18 MR. CURTIS: If another captain came on, he could
19 look back and see when the last drill was --

20 CAPTAIN ROCAMORA: Uh-huh.

21 MR. CURTIS: -- and who was trained?

22 CAPTAIN ROCAMORA: Yep.

23 MR. CURTIS: The office --

24 CAPTAIN ROCAMORA: You usually put the captain's
25 name and the deck hand that was on there that day, and what

1 would and what we did. It might be, we worked the fire
2 pump.

3 MR. CURTIS: Those records aren't kept in the
4 office?

5 CAPTAIN ROCAMORA: (Indiscernible) not that I know
6 of.

7 MR. CURTIS: How many holes were there on that
8 vessel?

9 CAPTAIN ROCAMORA: There's one up forward, just
10 one. There's one where there's a (indiscernible) there's
11 two. There's another one there by the -- where the
12 freshwater tank is. That's another one there, that's three,
13 and then you have the one in the center. You go down in the
14 engine room and then, if you want to call the others a hole,
15 it would be -- there's two main hatches over the engines.

16 MR. CURTIS: (Indiscernible.)

17 CAPTAIN ROCAMORA: Oh, and then the one -- the
18 fuel (indiscernible) where we checked the fuel.

19 MR. CURTIS: How many (indiscernible) suction do
20 you have? (Indiscernible) five?

21 CAPTAIN ROCAMORA: Yeah, they're all --

22 MR. CURTIS (Indiscernible) When was the last day
23 off you had? How many days continuous had you worked?

24 CAPTAIN ROCAMORA: The last day off I had was -- I
25 think it was Tuesday.

1 MR. CURTIS: That's all I have.

2 MR. FORD: Okay, Nancy?

3 MS. MCATEE: Prior to the engine reeving up, did
4 you notice anything else unusual about the operation of
5 the --

6 CAPTAIN ROCAMORA: No, I ran -- we ran good all
7 the way up until then, until I throttled down, that's when
8 the engine reeved up.

9 MS. MCATEE: No flickering lights or anything like
10 that?

11 CAPTAIN ROCAMORA: No.

12 MS. MCATEE: After the fire started and you
13 evacuated the ship, do you remember hearing anything, any
14 explosions, poppings?

15 CAPTAIN ROCAMORA: After we got off, it must've
16 been, I don't know, maybe four minutes or five minutes,
17 something blew. What blew, I don't know.

18 MS. MCATEE: A real loud explosion type --

19 CAPTAIN ROCAMORA; It wasn't real loud, but it was
20 like a muffled --

21 MS. MCATEE: Kind of muffled sound?

22 CAPTAIN ROCAMORA: Uh-huh.

23 MS. MCATEE: If you were to guess, about how much
24 time from the time that the hands discovered the smoke until
25 you guys had to evacuate the ship? How much time do you

1 think had elapsed?

2 CAPTAIN ROCAMORA: I'm thinking around 20, 25
3 minutes maybe.

4 MS. MCATEE: That's all I have.

5 MR. STEIN: It's Lieutenant Eric Stein, again,
6 with the Coast Guard. I apologize if I'm talking loud, but
7 I'm making sure that I get it recorded properly. How many
8 shuttles do you typically operate? You say you're Captain
9 on a couple different shuttles with this operation, how many
10 shuttles do you typically operate?

11 CAPTAIN ROCAMORA: Three.

12 MR. STEIN: Three shuttles, and how many captains
13 share that work load? You're kind of talking about the
14 work, time off --

15 CAPTAIN ROCAMORA: It's usually three.

16 MR. STEIN: -- how many captains --

17 CAPTAIN ROCAMORA: It's usually three.

18 MR. STEIN: It's usually three captains?

19 CAPTAIN ROCAMORA: Three captains, yes.

20 MR. STEIN: How many captains are on hire right
21 now?

22 CAPTAIN ROCAMORA: Well, we have one that we're
23 training now
24 for -- to run the shuttle.

25 MR. STEIN: So, how many (indiscernible) are

1 actually operating the shuttles today? How many
2 (indiscernible) are operating --

3 CAPTAIN ROCAMORA: We only need one boat today --

4 MR. STEIN: Right.

5 CAPTAIN ROCAMORA: -- so, there's one.

6 MR. STEIN: For a typical week, how many
7 (indiscernible) are sharing the work load right now, today?
8 Like, say, this past week is an example.

9 CAPTAIN ROCAMORA: Right now, you see, I'm off
10 today, but if I was working today, this captain that's on
11 now will run until 6 o'clock. Then, I come in and relieve
12 him and I work until about 1:00, 1:30.

13 MR. STEIN: My understanding, then, Captain, is
14 that there are two (indiscernible) working the shuttles --

15 CAPTAIN ROCAMORA: Yeah.

16 MR. STEIN: -- right now?

17 CAPTAIN ROCAMORA: Right.

18 MR. STEIN: That was the case Sunday? There's two
19 (indiscernible) working on these three shuttles?

20 CAPTAIN ROCAMORA: No, there's only one.

21 MR. STEIN: Captain, obviously, I'm one at a time,
22 one (indiscernible) at a time --

23 CAPTAIN ROCAMORA: Uh-huh.

24 MR. STEIN: -- but the company has two
25 (indiscernible) on hire right now --

1 CAPTAIN ROCAMORA: Uh-huh, right.

2 MR. STEIN: -- today, and one in training?

3 CAPTAIN ROCAMORA: Right.

4 MR. STEIN: That person in training is not
5 qualified --

6 CAPTAIN ROCAMORA: Not yet.

7 MR. STEIN: -- to stand the watch alone?

8 CAPTAIN ROCAMORA: Right, not yet. No, we usually
9 -- he rides either with me or rides with the other captain.

10 MR. STEIN: If you would walk back to Tuesday,
11 what made Tuesday different? You said Tuesday was your day
12 off, and you either worked days or nights, typically?

13 CAPTAIN ROCAMORA: Right.

14 MR. STEIN: On Tuesday, how did that provide for
15 you to have a day off --

16 CAPTAIN ROCAMORA: You see, actually --

17 MR. STEIN: -- when there's only one other
18 (indiscernible)?

19 CAPTAIN ROCAMORA: -- if we -- like if we get
20 busy, I won't work in the -- or he'll work until -- because
21 at the end of the night, when we get everybody off, we may
22 need two shuttles. So, depending on how many people is out
23 there, so, and we stay in contact. He'll call me. He'll
24 work the whole day, and then if they're gonna be -- at 7
25 o'clock, he'll know when he -- how many people he takes from

1 the dock, and how many people comes off the boat at 7
2 o'clock.

3 We know if we're going to need two shuttles or
4 not. So, if we need two shuttles, I'm on standby until
5 he'll call me and say, well I need two shuttles, or he'll
6 call me if we're going to need two shuttles, and I have the
7 whole day off.

8 MR. STEIN: On Tuesday you ended up having the
9 whole day off?

10 CAPTAIN ROCAMORA: Yes.

11 MR. STEIN: The other captain worked then that day
12 from 9:30 with the first shuttle out?

13 CAPTAIN ROCAMORA: Right.

14 MR. STEIN: All the way until the last shuttle
15 came back in.

16 CAPTAIN ROCAMORA: Right, exactly.

17 MR. STEIN: When does that last shuttle come back
18 in if it would?

19 CAPTAIN ROCAMORA: We pick up at -- we usually try
20 to be there at 12 o'clock at night -

21 MR. STEIN: Are you talking midnight?

22 CAPTAIN ROCAMORA: -- and by the time you get back
23 it would be, you know, anywhere from 1 o'clock or along in
24 there, a quarter to one.

25 MR. STEIN: Okay, so on Tuesdays --

1 CAPTAIN ROCAMORA: -- depending on how long it
2 takes you to load and --

3 MR. STEIN: Right. So, on Tuesday you would've
4 been on call for the evening had we needed more than one
5 shuttle --

6 CAPTAIN ROCAMORA: Right.

7 MR. STEIN: -- to run that last one in?

8 CAPTAIN ROCAMORA: Right.

9 MR. STEIN: You were able to have the entire day
10 off?

11 CAPTAIN ROCAMORA: Right.

12 MR. STEIN: Now, my understanding that's --

13 CAPTAIN ROCAMORA: When we have -- we'll get this
14 captain trained --

15 MR. STEIN: Yes.

16 CAPTAIN ROCAMORA: -- then, it'll be like, you
17 know, one captain works in the morning, and the other one
18 comes in the evenings, the next day he's off, I come in, and
19 like that.

20 MR. STEIN: It would be a (indiscernible) of a
21 better rotation --

22 CAPTAIN ROCAMORA: We kind of split -- we kind of
23 try to split our time, you know.

24 MR. STEIN: Okay.

25 CAPTAIN ROCAMORA: Well, we all have the same --

1 the same time.

2 MR. STEIN: Normally, you run with three captains?

3 Right now, you're short of one --

4 CAPTAIN ROCAMORA: Right.

5 MR. STEIN: -- you've got one in training?

6 CAPTAIN ROCAMORA: Right.

7 MR. STEIN: So, the schedule's been tough for you

8 lately, I --

9 CAPTAIN ROCAMORA: Yeah, a little bit.

10 MR. STEIN: -- it's been a little bit tough. Now,

11 when I talk to you, see you Sunday, I just want to clarify

12 your schedule. I know we're a couple of days away from when

13 it happened. It's easy to get confused. I get confused

14 about what I ate for breakfast yesterday, so, I can

15 understand that, but on Friday you worked, can we start at

16 Thursday? Is that correct -

17 CAPTAIN ROCAMORA: Uh-huh.

18 MR. STEIN: -- for the 72-hour -- Thursday you had

19 the day shift that's --

20 CAPTAIN ROCAMORA: There's nothing

21 (indiscernible).

22 MR. STEIN: -- 9:30 to 6:00 that's what you

23 indicated is that --

24 CAPTAIN ROCAMORA: I think so, yeah.

25 MR. STEIN: So, then, you're other captain, would

1 you identify him so it's easier for me so I don't have to
2 say the other captain?

3 CAPTAIN ROCAMORA: Ronnie -- Captain Ronnie
4 Bayless.

5 MR. STEIN: So, Captain Bayless, then, came in
6 that evening, on Thursday, to relieve you --

7 CAPTAIN ROCAMORA: I think so, if I remember.

8 MR. STEIN: -- and finish the night runs, the
9 evening runs? Is that correct?

10 CAPTAIN ROCAMORA: Yes.

11 MR. STEIN: Then, on Friday, again, you ran the
12 day run? Is that right? On Friday? You can take a
13 moment --

14 CAPTAIN ROCAMORA: Yeah, I can't --

15 MR. STEIN: -- that's fine. I mean. Just --

16 CAPTAIN ROCAMORA: -- I can't remember whether or
17 where I came in on the day shift or in the evening then.

18 MR. STEIN: Okay.

19 MR. FORD: What do you have (indiscernible) punch
20 in's? Do you punch in when you work --

21 CAPTAIN ROCAMORA: No.

22 MR. FORD: -- or, no?

23 MR. STEIN: Sign in sheet.

24 MR. FORD: Sign in sheet, okay.

25 CAPTAIN ROCAMORA: I keep a record, but it was all

1 in my bag.

2 MR. STEIN: I'm just trying to remind you, if you
3 don't mind, and please, you know, you can correct me, but
4 when I did talk to you on Sunday, you indicated that you did
5 work a day shift on Friday, and maybe that'll help --

6 CAPTAIN ROCAMORA: Maybe so.

7 MR. STEIN: Did you work the day shift on
8 Saturday? You might have taken the dog for a walk or
9 something that reminded you -- you were working during the
10 day, or spent some time with your wife. I'm not sure if
11 you're married, but on Saturday, maybe, what your schedule
12 was.

13 CAPTAIN ROCAMORA: I just don't remember, but it's
14 easy to find out, because when he's on, I'm off. When I'm
15 on, he's off.

16 MR. STEIN: Okay.

17 CAPTAIN ROCAMORA: So, it's very easy to find out.

18

19 MR. STEIN: How long have you had two captains
20 only in this outfit?

21 CAPTAIN ROCAMORA: Maybe about a month and a half,
22 maybe.

23 MR. STEIN: A month and a half? You've been
24 running with this two captains that's why you're on call,
25 basically?

1 CAPTAIN ROCAMORA: Pretty much, yeah.

2 MR. STEIN: Everyday, and that's a seven day
3 operation?

4 CAPTAIN ROCAMORA: Yeah.

5 MR. STEIN: It's seven days a week they're running
6 shuttles?

7 CAPTAIN ROCAMORA: (Non-verbal response.)

8 MR. STEIN: Do you know what happened to the third
9 captain? He just moved on?

10 CAPTAIN ROCAMORA: No, I have no idea what.

11 MR. STEIN: All right, I'm going to shift gears
12 and thank you for trying to run through that.

13 MR. STEIN: I know things --

14 CAPTAIN ROCAMORA: Yeah.

15 MR. STEIN: -- start getting a little bit distant.
16 I don't know if you get farther from the event. I'm going
17 to switch back to the fire detection system. What kind of
18 system was installed on the ship, do you know?

19 CAPTAIN ROCAMORA: That I don't know.

20 MR. STEIN: Do you know where it was installed?

21 CAPTAIN ROCAMORA: Yeah.

22 MR. STEIN: The detection system?

23 CAPTAIN ROCAMORA: Oh, you mean where it was
24 located?

25 MR. STEIN: Yes.

1 CAPTAIN ROCAMORA: Yeah.

2 MR. STEIN: Could you describe where the location
3 of the smoke and heat detectors are on the vessel?

4 CAPTAIN ROCAMORA: In front of the -- you raise
5 the hatch and there's what we call the tank room, and it's -
6 - you go down the hatch, the tanks are here, the bottles are
7 right here.

8 MR. STEIN: That's your suppression system --

9 CAPTAIN ROCAMORA: Yeah.

10 MR. STEIN: -- or the (indiscernible) system.

11 CAPTAIN ROCAMORA: Yeah.

12 MR. STEIN: Where are the sensors for the alarms
13 located?

14 CAPTAIN ROCAMORA: That I don't --

15 MR. STEIN: The alarm system, you don't know?

16 CAPTAIN ROCAMORA: No.

17 MR. STEIN: Do you know where the control panel
18 for that system might be, or the display panel for the
19 alarms?

20 CAPTAIN ROCAMORA: Upstairs, do you mean where the
21 alarm goes off?

22 MR. STEIN: (Indiscernible?)

23 CAPTAIN ROCAMORA: Where the alarm goes off?

24 MR. STEIN: Right.

25 CAPTAIN ROCAMORA: That's upstairs in the bridge.

1 MR. STEIN: If you're sitting at the wheel, where
2 would that alarm be in proximation to you?

3 CAPTAIN ROCAMORA: The wheel's right here, and
4 it's right here.

5 MR. STEIN: It's right down to your right and
6 slightly below your clear view?

7 CAPTAIN ROCAMORA: Oh, yeah.

8 MR. STEIN: Do you have a clear view of it --

9 CAPTAIN ROCAMORA: Oh, yeah.

10 MR. STEIN: -- in the captain's chair?

11 CAPTAIN ROCAMORA: Yeah, if it comes on, I could
12 be looking ahead, and if it comes on, I could see it
13 blinking.

14 MR. STEIN: What does it look like or sound like
15 when that system goes off?

16 CAPTAIN ROCAMORA: It goes -- it's like a beep,
17 you know, and then in there, and there's a red lights come
18 on.

19 MR. STEIN: And red lights come on?

20 CAPTAIN ROCAMORA: Also, yes. The same thing with
21 the high water alarm is right there in that same -- that
22 same --

23 MR. STEIN: Are you familiar --

24 CAPTAIN ROCAMORA: They're right next to each
25 other.

1 MR. STEIN: Are you familiar with the operation of
2 that panel? Are there instructions or have you used the
3 panel, tested the alarms?

4 CAPTAIN ROCAMORA: Oh, yeah, I do that. I do that
5 periodically as far as the high water alarm, I do that.

6 MR. STEIN: How about the heat sensor or the smoke
7 detector?

8 CAPTAIN ROCAMORA: That I don't -- I don't do.

9 MR. STEIN: You don't test those systems?

10 CAPTAIN ROCAMORA: No.

11 MR. STEIN: For audible alarms?

12 CAPTAIN ROCAMORA: I mean I haven't.

13 MR. STEIN: You have not?

14 CAPTAIN ROCAMORA: No.

15 MR. STEIN: Okay.

16 MR. HARTLEY: (Indiscernible) from the Coast
17 Guard. Now, Captain, you said you're familiar with three
18 shuttles? You operate three shuttles --

19 CAPTAIN ROCAMORA: Uh-huh.

20 MR. HARTLEY: -- repeatedly, so, you're familiar
21 with the operation of those three individual shuttles?

22 CAPTAIN ROCAMORA: Pretty well.

23 MR. HARTLEY: Are all of the emergency equipment
24 and fixed fire extinguishing systems on each specific
25 vessel, are they the same, or are they similar?

1 CAPTAIN ROCAMORA: No, no, they're different.

2 MR. HARTLEY: They're different?

3 CAPTAIN ROCAMORA: All three shuttles are
4 different.

5 MR. HARTLEY: Okay, so --

6 CAPTAIN ROCAMORA: The Express Shuttle I has no --
7 has no system like the Express Shuttle II.

8 MR. HARTLEY: Okay.

9 CAPTAIN ROCAMORA: And the Royal Express is
10 different, and the pumps are different.

11 MR. HARTLEY: Okay.

12 CAPTAIN ROCAMORA: The pump on the Royal Express
13 is electric. You push the button and just open the valves
14 and then -- there's also a monopole (phonetic sp.) to pump
15 out each hole.

16 MR. HARTLEY: If these systems are different in
17 each specific vessel, are the emergency instruction
18 (indiscernible) different as well?

19 CAPTAIN ROCAMORA: Yeah, also, yes.

20 MR. HARTLEY: They're specific to each vessel?

21 CAPTAIN ROCAMORA: Yes.

22 MR. HARTLEY: The (indiscernible) and the deck
23 hands would have to be familiar with that specific operation
24 on that specific vessel?

25 CAPTAIN ROCAMORA: Yeah, that's why I give them --

1 if they're new, whatever shuttle I'm on, I run through it
2 with them. This is how you can turn on the (indiscernible)
3 pump, or the fire pump. It's the same system.

4 MR. HARTLEY: Do you know if either of these deck
5 hands had ever been on the Express Shuttle II before?

6 CAPTAIN ROCAMORA: No, I have no idea.

7 MR. HARTLEY: I want to go back to when you
8 realized there was an emergency in the machinery space. You
9 saw the smoke coming out of the hatch in the back of the
10 (indiscernible) space. You lifted the starboard hatch over
11 the engine. From that moment, until you abandoned ship, how
12 much time elapsed?

13 CAPTAIN ROCAMORA: I'm thinking it's around -- I'm
14 thinking like maybe 20 or 25 minutes, you know --

15 MR. HARTLEY: (Indiscernible.)

16 CAPTAIN ROCAMORA: -- that --

17 MR. HARTLEY: Did you close that hatch?

18 CAPTAIN ROCAMORA: I closed it back down.

19 MR. HARTLEY: From there, you went to the bridge?

20 CAPTAIN ROCAMORA: To pull the -- no, I went to
21 the bow --

22 MR. HARTLEY: Okay.

23 CAPTAIN ROCAMORA -- to pull the hose, and --

24 MR. HARTLEY: Realized that the pump wouldn't go?

25 CAPTAIN ROCAMORA: At the time, I was thinking,

1 well, the engine -- if the engine's not running, the pump
2 doesn't work.

3 MR. HARTLEY: At that time, when you realized --

4 CAPTAIN ROCAMORA: I had even told him, the one
5 deck hand, go turn the switch on for the pump, and that's
6 why he got more smoke than I did.

7 MR. HARTLEY: Did you order the crew to don life
8 jackets, or life preservers?

9 CAPTAIN ROCAMORA: No, I didn't do that because we
10 were trying, you know, it was so fast that I just had them
11 come out to where that boat was -- that pleasure boat was,
12 and we got on the pleasure boat.

13 MR. HARTLEY: Once you made the determination that
14 you couldn't use the fire pump, you guys went out on the
15 fore peak or out on the bow of the vessel?

16 CAPTAIN ROCAMORA: The bow, yes, sir.

17 MR. HARTLEY: And waited for somebody to show up?

18 CAPTAIN ROCAMORA: No, no, he was already there.

19 MR. HARTLEY: He was already there?

20 CAPTAIN ROCAMORA: He was already there, but he --
21 he was already there and he was ordering me to get off the
22 boat. I actually got into a little bit of an argument with
23 him, because I said, well, who are you to tell me, to order
24 me to get off the boat, because I was still trying to see
25 what I could do to --

1 MR. HARTLEY: Did you ever go back up to the
2 bridge to try to make a mayday call?

3 CAPTAIN ROCAMORA: I tried to go back up to the
4 bridge, and that's when I noticed that the fire was coming
5 up the starboard side -

6 MR. HARTLEY: Okay.

7 CAPTAIN ROCAMORA: -- and it was going in the
8 bridge and under the canopy in the back.

9 MR. HARTLEY: All right.

10 UNIDENTIFIED SPEAKER: I have just one quick
11 question. I appreciate your patience in this
12 (indiscernible) --

13 CAPTAIN ROCAMORA: Uh-huh.

14 UNIDENTIFIED SPEAKER: -- it's been a long
15 interview. A generator was running at the time, do you know
16 if the generator continued to run when you left the vessel,
17 or had that died off too?

18 CAPTAIN ROCAMORA: I don't know. I don't even
19 know if the -- you know, at that point, I didn't know
20 whether it was running or not, because there was so much
21 smoke that --

22 UNIDENTIFIED SPEAKER: It probably was not running
23 (indiscernible). Thank you, sir that's all I have.

24 MR. FORD: Okay, no one else? What's your
25 schedule for the next few days? You say you're on

1 tomorrow's day shift?

2 CAPTAIN ROCAMORA: Yes, sir.

3 MR. FORD: Tomorrow's Thursday, and then Friday,
4 you're on? Saturday?

5 CAPTAIN ROCAMORA: Yes.

6 MR. FORD: We shouldn't have any problem being
7 able to arrange a boat ride with you, and then, on the way
8 back, maybe you can just show us where it happened.

9 CAPTAIN ROCAMORA: Uh-huh.

10 MR. FORD: Sounds good, I really appreciate your
11 patience with us. Thank you very much.

12 (Whereupon, at 1:16 p.m., the interview was
13 concluded.)

14

15

16

17

18

19

20

21

22

23

24

25

C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the Express Shuttle II, NTSB #DCA05MM002.

INTERVIEW OF CAPTAIN MARIO ROCAMORA

SUN GRUISE CASINOS

Eve Jemison, Transcriber

