

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

- - - - - x  
:  
EXPRESS SHUTTLE II :  
NTSB #DCA05MM002 :  
:  
INTERVIEW OF :  
STAN AVERY :  
:  
- - - - - x

An interview in the above entitled matter was held  
on Friday, October 22, 2004, commencing at 1:30 p.m., in  
Tarpon Springs, Florida, before:

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

EXHIBITS

EXHIBIT NUMBER

MARKED FOR IDENTIFICATION

Exhibit No. 4

19



1 we can certainly pause, and it shouldn't take too long.

2 Stan, your job title?

3 MR. AVERY: Is deck hand supervisor.

4 MR. CURTIS: Okay, and just step back a moment,  
5 your background, and when you started the company, and what  
6 you did previous to this?

7 MR. AVERY: Okay, I work for the company now for,  
8 God, I guess on four months, but I was with them before for  
9 a year, engineering on the big boat.

10 MR. CURTIS: Just give us some rough --

11 MR. AVERY: I worked on an oil rig before that. I  
12 don't even know the dates.

13 MR. CURTIS: Okay.

14 MR. AVERY: For about three years.

15 MR. CURTIS: Then you came here?

16 MR. AVERY: Then I came here. I worked here for a  
17 year, and then left for about seven months, and then came  
18 back.

19 MR. CURTIS: You came back (indiscernible)?

20 MR. AVERY: August, I think it was, August or,  
21 yeah, the first of August.

22 MR. CURTIS: As deck hand supervisor, what are  
23 your responsibilities in that job?

24 MR. AVERY: In the morning, I come in and check  
25 the boats out and stuff, check the oil and the water, you

1 know, and the generator and stuff, and make sure they're all  
2 running and everything, and then just have the deck hands, I  
3 make they get the boats cleaned, and know everything they're  
4 supposed to do during the day.

5 MR. CURTIS: What's your hours of work? What time  
6 do you come in?

7 MR. AVERY: About 7:00 in the morning. Sometimes  
8 I come in at 6:30, and I work to about 5:30, 6:00.

9 MR. CURTIS: Okay.

10 MR. AVERY: And that's when -- sometimes I might  
11 stay an hour more.

12 MR. CURTIS: What time do you check the boats in  
13 the morning?

14 MR. AVERY: I check them around 7:00, 7:30 when I  
15 get in. I go and check them out and have them ready for 9  
16 o'clock.

17 MR. CURTIS: Did you check the Express Shuttle II  
18 the day of the accident, Sunday?

19 MR. AVERY: No, I'm off on Sunday and Thursday.

20 MR. CURTIS: You're off Sunday? In doing that  
21 check, do you do any engine maintenance on the engines  
22 outside of just checking levels and whatnot?

23 MR. AVERY: I just change the oil and stuff on the  
24 days we have to change the oil.

25 MR. CURTIS: If there was a mechanical problem,

1 say a fuel line, would you do that work, or somebody else?

2 MR. AVERY: Fuel lines, I've changed a couple of  
3 those in the past --

4 MR. CURTIS: Have you --

5 MR. AVERY -- but nothing major.

6 MR. CURTIS: Have you changed any on the Express  
7 Shuttle II, do you recall?

8 MR. AVERY: I think I have before.

9 MR. CURTIS: Do you recall port or starboard  
10 engine?

11 MR. AVERY: No, sir.

12 MR. CURTIS: Do you know how long ago, roughly,  
13 that was?

14 MR. AVERY: Maybe a month or two ago.

15 MR. CURTIS: When you do fuel line work, do you  
16 keep records of that of the turn ins for maintenance  
17 records?

18 MR. AVERY: Not myself, I don't.

19 MR. CURTIS: When you did change those fuel lines,  
20 it wasn't written down, and submitted to the office?

21 MR. AVERY: I didn't, no, sir.

22 MR. CURTIS: The inventory of spare parts, are you  
23 responsible for that? Who does that?

24 MR. AVERY: As in?

25 MR. CURTIS: On the vessel, inventory that you

1 keep on board, parts for the vessel, oil filters, whatnot.

2 Whatever was kept on the vessel?

3 MR. AVERY: I do the oil filters and like fuel  
4 filters, and propellers, but anything else that's on there,  
5 Captain Chris does.

6 MR. CURTIS: That's all I have right now. I'll  
7 turn it over to Nancy.

8 MS. MCATEE: Nothing right now.

9 MR. HARTLEY: This is Heath Hartley from the Coast  
10 Guard. You've been in this position for about three months,  
11 August, September, October?

12 MR. AVERY: Yes, sir.

13 MR. HARTLEY: You mentioned you have changed out a  
14 few fuel lines. Could you clarify what fuel lines,  
15 specifically? Are we talking the hard pipe high pressure  
16 lines, or -

17 MR. AVERY: No, the ones that's on top of  
18 the -- coming out the injectors.

19 MR. HARTLEY: Okay.

20 MR. AVERY: I guess hard pipe would be the small  
21 ones.

22 MR. HARTLEY: When you change them out, you put  
23 them back, and --

24 MR. AVERY: Right, and put them back.

25 MR. HARTLEY: -- complete the repair?

1 MR. AVERY: Right.

2 MR. HARTLEY: Do you have any manufacturer's  
3 guidelines like a booklet that you follow when repairing  
4 those, or replacing those?

5 MR. AVERY: No.

6 MR. HARTLEY: What do you do with the old fuel  
7 lines?

8 MR. AVERY: We throw them away.

9 MR. HARTLEY: Just throw them away. Just explain  
10 to me, if we were going to do a fuel line today, you would  
11 go and get one out of inventory, or?

12 MR. AVERY: Right, and match it up with the one  
13 that's, you know, messed up.

14 MR. HARTLEY: Okay.

15 MR. AVERY: Because they're different ones on  
16 there.

17 MR. HARTLEY: Right, and then, just go ahead and  
18 tell me what you would do in your procedure.

19 MR. AVERY: Unscrew it from the injector, and the  
20 head itself, and just draw it back through there and put the  
21 clamps on it.

22 MR. HARTLEY: Do you normally use wrenches, or a  
23 torque wrench or?

24 MR. AVERY: Just wrenches and things  
25 (indiscernible).



1           MR. HARTLEY: How do you know to tighten it down  
2 to what pounds, until you feel it tight?

3           MR. AVERY: That's how I do.

4           MR. HARTLEY: Okay.

5           MR. AVERY: I don't know what the torque is.

6           MR. HARTLEY: Are there available any maintenance  
7 like manufacturer's recommendation books?

8           MR. AVERY: Yes, sir, there is books and stuff in  
9 the bridge.

10          MR. HARTLEY: There are? For fuel line  
11 replacement and loose caps?

12          MR. AVERY: I think the whole -- the whole entire  
13 engine, Caterpillar books.

14          MR. HARTLEY: That's the only vessel with the  
15 Caterpillar engines?

16          MR. AVERY: Yes, sir.

17          MR. HARTLEY: When you initially came on board,  
18 did you work as a deck hand with passengers?

19          MR. AVERY: I was on the big boat. When I first  
20 started for the company, I was a deck hand, and then I went  
21 to engineering for the big boat.

22          MR. CURTIS: Okay.

23          MR. AVERY: And then, when I left, and came back,  
24 I was with the shuttles and stuff.

25          MR. HARTLEY: In all, have you ever done deck hand

1 with the shuttles, actual deck hand work?

2 MR. AVERY: It just happened when they're short of  
3 people in the past, you know, I just help them, like to ride  
4 out and ride back.

5 MR. HARTLEY: With passengers on board?

6 MR. AVERY: Yes, sir.

7 MR. HARTLEY: Did you receive any training  
8 specific to each vessel on emergency procedures,  
9 firefighting drills, abandon ship drills?

10 MR. AVERY: They had the papers on there --

11 MR. HARTLEY: Yes.

12 MR. AVERY: -- and we went over those, which I  
13 read them in the past and everything, because I had to learn  
14 that for the big boat also.

15 MR. HARTLEY: Were you familiar with the  
16 firefighting capabilities of the Express Shuttle II?

17 MR. AVERY: Yes, sir.

18 MR. HARTLEY: Could you explain to us what systems  
19 were on the boat, like this is a fire call?

20 MR. AVERY: For the fire call? Are you talking  
21 about like the fire extinguishers and --

22 MR. HARTLEY: Yes.

23 MR. AVERY: -- everything?

24 MR. HARTLEY: Those types of things, yes.

25 MR. AVERY: You want to know how many's on the

1 boat?

2 MR. HARTLEY: If you know it, sure.

3 MR. AVERY: Three extinguishers, and then we had  
4 the fire pump down there in the engine room, on the port  
5 engine.

6 MR. HARTLEY: Could you tell us about the fixed  
7 CO2 system?

8 MR. AVERY: It's there in the fuel room, and  
9 you're supposed to pull a pin, you know, for it to  
10 discharge.

11 MR. HARTLEY: Okay.

12 MR. AVERY: And everything.

13 MR. HARTLEY: Did you ever receive formal training  
14 on that how to discharge it?

15 MR. AVERY: Well, we went over it on -- like the  
16 big boat, we'd go over it, you know, like every week  
17 (indiscernible) and I guess it's pretty much the same system  
18 that was on the Express II. You know, pulling the pin and  
19 everything and then a discharge into the engine room.

20 MR. HARTLEY: On the big boat, would that shut  
21 down ventilation, for example, to the machinery space?  
22 Those types of things?

23 MR. AVERY: Right.

24 MR. HARTLEY: Or was it an automatic discharge, or  
25 a manual?

1 MR. AVERY: It was manual.

2 MR. HARTLEY: Yes.

3 MR. AVERY: You pull the --

4 MR. HARTLEY: You pull the pin.

5 MR. AVERY: Right.

6 MR. HARTLEY: Are you familiar with the smoke  
7 detectors on the Express Shuttle II? (Indiscernible)  
8 detection system for fire?

9 MR. AVERY: What are you talking about  
10 (indiscernible) --

11 MR. HARTLEY: Like smoke detectors?

12 MR. AVERY: Right.

13 MR. HARTLEY: Were there heat detectors in the  
14 engine room, do you know?

15 MR. AVERY: I don't know.

16 MR. HARTLEY: All right, thank you.

17 MR. STEIN: It's Lieutenant Erich Stein with the  
18 Coast Guard, I just have a couple quick questions. You said  
19 you worked oil rigs for a couple years, and then engineering  
20 on the big boat. Do you have any training background in  
21 mechanic's school or anything like that?

22 MR. AVERY: Just on the job training.

23 MR. STEIN: All on the job?

24 MR. AVERY: Yes, sir.

25 MR. STEIN: What were you doing on the oil rigs

1 before?

2 MR. AVERY: I was a roustabout and then I was a  
3 crane operator trainee.

4 MR. STEIN: I'm not from the oil patch.

5 MR. AVERY: Oh.

6 MR. STEIN: So, you've got to help me out a little  
7 bit with the roustabout thing.

8 MR. AVERY: Roustabout, all right, it's a deck  
9 hand, it's another term for a deck hand.

10 MR. STEIN: Okay.

11 MR. AVERY: It's just that we didn't have to deal  
12 with, you know, passengers, nothing like that.

13 MR. STEIN: I'm not from the oil patch, I  
14 appreciate that. So, all your training's been OJT, then,  
15 you'd say?

16 MR. AVERY: Yes, sir.

17 MR. STEIN: Who's given you the training to, say,  
18 change a fuel line?

19 MR. AVERY: Like, when the CAT people come out, to  
20 do work on the engine and stuff, I was there with them  
21 sometimes, and stuff, in the past, and I was down there  
22 helping them as much as I could to learn what I could.

23 MR. STEIN: You've seen it from the CAT folks?

24 MR. AVERY: And just, you know, with other people  
25 in the past working, like, on the big boat and just

1 everything, working with the engineers, because you had  
2 to -- I had to train this stuff to them.

3 MR. STEIN: Okay.

4 MR. FORD: Bob Ford, what's your schedule? What  
5 type of schedule are you on?

6 MR. AVERY: I work Monday, Tuesday, Wednesday, off  
7 Thursday, and work Friday and Saturday. I'm off Sunday.

8 MR. FORD: When you're off, Travis is on, and vice  
9 versa, right?

10 MR. AVERY: Yes, sir.

11 MR. FORD: Were you required to have documents to  
12 work on the rigs? A seaman's card or anything like that?

13 MR. AVERY: Not a seaman's card. We just  
14 got -- we had to take all these tests --

15 MR. FORD: Yes.

16 MR. AVERY: -- and, you know, go through these  
17 books, and get certificates for different things, a whole  
18 bunch of stuff, you know, firefighting, (indiscernible)  
19 survival.

20 MR. FORD: Did they ever put you in a formal  
21 firefighting class where you actually fought fires to work  
22 on the rigs?

23 MR. AVERY: I had a small one, but I didn't get to  
24 complete it all.

25 MR. FORD: Yes.

1           MR. AVERY: On, you know, going -- I guess they  
2 called it hell hole or something. You go in the dark room  
3 and everything.

4           MR. FORD: Yes.

5           MR. AVERY: And that was it.

6           MR. FORD: Then, you have been in a firefighting  
7 class at one time?

8           MR. AVERY: Yes, sir.

9           MR. FORD: As deck hand supervisor, are you really  
10 the one that goes and trains the other deck hands?

11          MR. AVERY: They usually -- the guys on the boat  
12 that's been here and stuff --

13          MR. FORD: Yes.

14          MR. AVERY: -- usually does that because I don't  
15 ride out too much with the shuttles.

16          MR. FORD: Yes.

17          MR. AVERY: So, guys that have been here that  
18 knows the boat and everything, they do all that.

19          MR. FORD: So, that would be more or less the  
20 captains on the boat?

21          MR. AVERY: The captains, you know, do the fire  
22 drills and everything with the deck hands and  
23 (indisernible).

24          MR. FORD: That's good, thanks.

25          MR. CURTIS: Stan, just one question. You said

1 the Caterpillar manual, those are kept, not in the shop, but  
2 on the vessel themselves? Is that what you said?

3 MR. AVERY: Yes, sir.

4 MR. CURTIS: What about the other vessels, is  
5 there one central location where all the locations are, or  
6 are they on the individual vessels?

7 MR. AVERY: I don't really know that much about  
8 the Tin Can, I mean, the Express I.

9 MR. CURTIS: Okay.

10 MR. AVERY: I mean, I don't know where the books  
11 are kept on it.

12 MR. CURTIS: That's all I have, Nancy?

13 MS. MCATEE: Were you involved with the CAT repair  
14 guy doing the repairs last week?

15 MR. AVERY: I was the first day.

16 MS. MCATEE: Okay.

17 MR. AVERY: I was there when they, you know, just  
18 started taking it apart, but I wasn't the second day.

19 MS. MCATEE: Are you aware that they did a change  
20 out of a fuel line on Saturday?

21 MR. AVERY: It wasn't during the day Saturday.

22 MS. MCATEE: Okay.

23 MR. AVERY: Or, I wasn't involved in it.

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

25 MR. HARTLEY: Heath Hartley, with the Coast Guard.



1     When you were on duty when CAT were, did they remove the  
2 head -

3             MR. AVERY: Yes, sir, they removed it --

4             MR. HARTLEY: -- from what engine?

5             MR. AVERY: They removed it from the starboard on  
6 the end board side.

7             MR. HARTLEY: When they removed that did they  
8 remove any fuel lines, and if so, where at?

9             MR. AVERY: They took them all off of the -- the  
10 rocker box that goes to the head itself.

11            MR. HARTLEY: Yes.

12            MR. AVERY: They took all those fuel lines off  
13 right there, and that was it, and they took the head off,  
14 and had to get a new head, you know, worked on.

15            MR. HARTLEY: Was there enough clearance to remove  
16 the head with the fuel lines still, although disconnected,  
17 still in their place?

18            MR. AVERY: Yes, sir, it seemed to be.

19            MR. HARTLEY: Were you there when they replaced  
20 the head the next day?

21            MR. AVERY: No, sir, I was off.

22            MR. HARTLEY: Any other repairs they did while you  
23 were there, under your witness?

24            MR. AVERY: Nothing that -- the guy  
25 (indiscernible) changed out a fuel line.

1 MR. HARTLEY: Which fuel line?

2 MR. AVERY: I couldn't tell you. I don't know  
3 which number it was or nothing. It was on that side. He  
4 just changed it out.

5 MR. HARTLEY: Would you be able to point to it on  
6 a picture if you had one?

7 MR. AVERY: I might be able to.

8 MR. CURTIS: You can reuse one of those photos we  
9 used earlier.

10 UNIDENTIFIED SPEAKER: (indiscernible) we know  
11 that just have him put an x through it.

12 MR. CURTIS: Mr. Avery's going to show us, once  
13 again, on photo number 3, which fuel line he believed was  
14 changed out. If you could just --

15 UNIDENTIFIED SPEAKER: How about one of these?

16 MR. CURTIS: Hold that thought.

17 MR. HARTLEY: Is that the same one?

18 UNIDENTIFIED SPEAKER: We've got a bunch of extras  
19 here.

20 MR. CURTIS: This would be the in board side,  
21 maybe this one.

22 MR. HARTLEY: We're going to label this, photo  
23 number 4, and Stan, if you could just circle it, and if you  
24 can't see which one, just circle the area where it was.  
25 It's difficult to see. I realize that.

1 (Photo Number 4 was  
2 marked for identification.)

3 MR. CURTIS: That's good.

4 MR. AVERY: I think it was this one here.

5 MR. CURTIS: From the front, is that the  
6 (indiscernible), third back, or?

7 MR. AVERY: I think it would be the third back.

8 MR. CURTIS: Okay, thank you.

9 MR. HARTLEY: Aside from the head repair job, and  
10 the fuel line, did the CAT perform any other services that  
11 day while you were witness to?

12 MR. AVERY: No, sir.

13 MR. HARTLEY: Okay, thank you.

14 MR. STEIN: Lieutenant Erich Stein, with the Coast  
15 Guard. Do you recall who the CAT repairman was that day?  
16 Do you know his name?

17 MR. AVERY: I don't know his name. I don't even  
18 know his name now that's the first time I ever met this guy.

19 MR. STEIN: The first time you met him? So, you  
20 never worked with this guy in the past?

21 MR. AVERY: No.

22 MR. STEIN: Okay.

23 MR. CURTIS: Well, if it was anything else, I  
24 guess that's it, Stan. I appreciate your coming in today,  
25 and that's the end of the interview. It's 2:05 p.m., thank

1 you.

2 (Whereupon, at 2:05 p.m., the interview was concluded.)

3

4

5

6

7

8

9

10

11

12

13

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 STAN AVERY

SENIOR DECK HAND, SHUTTLE EXPRESS II

Eve Jemison, Transcriber

