

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

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EXPRESS SHUTTLE II :
NTSB #DCA05MM002 :
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INTERVIEW OF :
CHRIS WOODS :
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An interview in the above entitled matter was held
on Friday, October 22, 2004, commencing at 1:03 p.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

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EXHIBITS

EXHIBIT NUMBER

MARKED FOR IDENTIFICATION

Exhibit No. 3

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MR. CURTIS: Good afternoon, it's October 22, 2004, at a little after 1:00 p.m., and we're here to interview Mr. Chris Woods in regards to the Shuttle Express II accident, fire, which occurred on October 17, 2004. I'll begin the questioning. Chris, your job title is?

MR. WOODS: I'm slots supervisor.

MR. CURTIS: Do you have responsibilities regarding vessel maintenance?

MR. WOODS: Yes.

UNIDENTIFIED SPEAKER: Maybe, Chris, if you'd just speak up a little just so he can pick it up.

MR. WOODS: Yeah.

UNIDENTIFIED SPEAKER: It's not the greatest machine.

MR. WOODS: Yes, thank you.

MR. CURTIS: What are your responsibilities maintenance wise for the vessels?

MR. WOODS: Just the upkeep, to make sure everything's running right.

MR. CURTIS: Do you do daily inspections of them or weekly? What's the frequency of the inspections?

MR. WOODS: I don't usually do the inspections. I

1 just usually just do fixing things that are broken.

2 MR. CURTIS: So, you don't do a daily check on the
3 boats?

4 MR. WOODS: Not me, no.

5 MR. CURTIS: Maintenance on the vessel in
6 question, the Shuttle Express II, any maintenance items on
7 that vessel that are done more frequently than others or any
8 vessel maintenance concerns on that vessel that stick out?

9 MR. WOODS: I don't understand your question.

10 MR. CURTIS: Does that vessel tend to have more
11 problems in any areas, maintenance wise, or is it typical
12 for the vessels?

13 MR. WOODS: It's just, you know, little things.
14 You know, little odds and ends, you know, like the rollers
15 on the doors, latches, toilets, little things.

16 MR. CURTIS: Do you do engine maintenance repair?

17 MR. WOODS: Just oil changes.

18 MR. CURTIS: And those are done how frequently?

19 MR. WOODS: Once a month.

20 MR. CURTIS: Once a month? Do you do work on the
21 engines, the fuel systems?

22 MR. WOODS: No fuel systems. I just do them, you
23 know.

24 MR. CURTIS: Have you ever changed any fuel

1 piping?

2 MR. WOODS: I changed the oil and adjust broken
3 lines.

4 MR. CURTIS: Do you recall which engine that was
5 on - on that vessel?

6 MR. WOODS: I changed one on one, and one on the
7 other throughout the years.

8 MR. CURTIS: How long have you been with the
9 company?

10 MR. WOODS: Five years.

11 MR. CURTIS: Five years? Okay, so, just one fuel
12 line on each engine?

13 MR. WOODS: That I've changed, yes.

14 MR. CURTIS: Have you heard or know of problems
15 with fuel lines being changed frequently on one or either
16 engine? No?

17 MR. WOODS: No.

18 MR. CURTIS: We'll go back just a little bit of
19 your work history. You started with them, you say, five
20 years ago?

21 MR. WOODS: August 13, 1999.

22 MR. CURTIS: Any previous work history in the
23 marine industry or anything previous to that?

24 MR. WOODS: No, sir.

1 MR. CURTIS: I'm going to stop momentarily here,
2 just to go around the table. I failed to do that earlier.
3 So, we can identify themselves in the room. I'm Brian
4 Curtis, with the NTSB, marine accident investigator.

5 MS. MCATEE: Nancy McAtee, NTSB, fire and
6 explosion specialist.

7 MR. HARTLEY: Lieutenant Heath Hartley, Chief of
8 Port Operations of MSO, Tampa, with the Coast Guard.

9 CAPTAIN CONNER: Chris Conner, Port Captain, Port
10 Richey Casino.

11 MR. STEIN: I'm Lieutenant Eric Stein, with the
12 Coast Guard, Marine Safety Office, in Tampa, Senior
13 Investigating Officer.

14 MR. FORD: Bob Ford, investigator in charge, NTSB.

15 MR. CURTIS: I apologize for not doing that first.
16 How are you doing, Chris? Go ahead, Nancy.

17 MS. MCATEE: The Express Shuttle II, you said you
18 changed the fuel lines a couple times on it. Have you ever
19 had to do that on any of the other ships?

20 MR. WOODS: No, ma'am.

21 MS. MCATEE: Okay, it's all yours.

22 MR. HARTLEY: Okay, Lieutenant Heath Hartley.
23 Would there be any other maintenance items you prepare?
24 Like in the engine room, generators, batteries?

1 MR. WOODS: I've changed out batteries, air
2 filters, and stuff like that for the engine.

3 MR. HARTLEY: Who's responsible for inventorying
4 or purchasing the equipment, the replacement parts? Did
5 someone like yourself have a role of inventorying and
6 storing the --

7 MR. WOODS: No that would be Captain Chris.

8 MR. HARTLEY: Was any work done by yourself on the
9 Express Shuttle II, the week prior to leading up to the
10 incident?

11 MR. WOODS: By myself, no.

12 MR. HARTLEY: Thank you.

13 MR. STEIN: This is Lieutenant Eric Stein, with
14 the Coast Guard. So, Chris, what's your training and
15 experience?

16 MR. WOODS: I, pretty much --

17 MR. STEIN: Do you have any, or just on the job?

18 MR. WOODS: -- on the job.

19 MR. STEIN: On the job, okay. So, who would you
20 say taught you how to change fuel lines or you know,
21 filters, or change oil on the CAT engines?

22 MR. WOODS: Captain Chris.

23 MR. STEIN: Captain Chris, all right. You said
24 you started out August 13, 1999, but was your position

1 always as an engine maintenance, or did you start out as a
2 different position, and then --

3 MR. WOODS: I started out in a different position.

4 MR. STEIN: What would that have been?

5 MR. WOODS: A deck hand on the big boat.

6 MR. STEIN: What was your job as a deck hand out
7 there?

8 MR. WOODS: Cleaned, pick up trash, just, you
9 know, janitorial work, pretty much.

10 MR. STEIN: This would've been an offshore B

11 MR. WOODS: Yes.

12 MR. STEIN: -- vessel? And then, can you progress
13 me through your career with Sun Cruz so far, and how you got
14 to where you are today?

15 MR. WOODS: I started off as a deck hand, and then
16 for about six month's, and then I went to -- I was a saw
17 tech, and then through the years of being a saw tech from
18 the supervisor's quitting, I just moved up, and then I
19 stayed slots supervisor, and then I started working on land,
20 doing the maintenance.

21 MR. STEIN: Who would you say your supervisor is
22 now?

23 MR. WOODS: Captain Chris.

24 MR. STEIN: Captain Chris?

1 MR. FORD: Bob Ford. Can you just kind of take me
2 through a typical day from the time you get there, and how
3 you get assignments, who you report back to? Like, maybe,
4 yesterday or the day before, how does your day go?

5 MR. WOODS: Well, when I first get there in the
6 morning, I sign in, like normal, and then, if there's not a
7 list of things that need to be done, I'll usually just do
8 like little things, odds and ends around the premises, you
9 know, and then if anything else comes up throughout the day,
10 I'll take care of that and pretty much the extent.

11 MR. FORD: You say there is a list, who makes that
12 list up?

13 MR. WOODS: Captain Chris, (indiscernible) the
14 captains, I report to him --

15 MR. FORD: Yes.

16 MR. WOODS: -- whatever, like changing light
17 bulbs, or fixtures, or they'll leave me that list and
18 whatever I can get to throughout that day, I will.

19 MR. FORD: Do the captains ever come directly to
20 you and say, hey, I need something done?

21 MR. WOODS: Sometimes.

22 MR. FORD: What would you say to a Captain? Would
23 you go ahead and do it, or?

24 MR. WOODS: Yeah, I'll do it when I get a chance

1 to do it.

2 MR. FORD: Okay, and then, would you pass that on
3 to your supervisor that you did this, and would you keep a
4 list of it? Do you walk around --

5 MR. WOODS: I pass it on to him.

6 MR. FORD: Do you keep a notebook, do you keep
7 records of what you do during the day?

8 MR. WOODS: No, sir.

9 MR. FORD: What is a slot tech, is that the slot
10 machines? You fix them or I mean, I hate to sound stupid,
11 but what is a slot tech?

12 MR. WOODS: A slot tech are the ones that fill the
13 slot machines.

14 MR. FORD: Yes.

15 MR. WOODS: They take care of your bill jams, your
16 coin jams. They pay the jackpots.

17 MR. FORD: Yes, then you had to be trusted with
18 money, I take it then?

19 MR. WOODS: Well, there's really no money
20 involved. It's all coins.

21 MR. FORD: Oh, okay.

22 MR. WOODS: The cashiers deal with the money.

23 MR. FORD: I think that's pretty much all I have.

24 CAPTAIN CONNER: I think of one thing. Chris

1 Conner. Would it not be in your job description also, to
2 assist Caterpillar mechanics in running for parts or
3 cleaning gaskets, or whatever when they are there?

4 MR. WOODS: Yes, we assist with that.

5 CAPTAIN CONNER: You'd be on the scene most of the
6 time for that?

7 MR. WOODS: Yes.

8 MR. FORD: How many days a week do you work?

9 MR. WOODS: It varies.

10 MR. FORD: Yes?

11 MR. WOODS: Anywhere from five to seven.

12 MR. FORD: And you just would be called in then?

13 MR. WOODS: On my days off, yes.

14 MR. FORD: Yes.

15 MR. CURTIS: Brian Curtis, NTSB. Just to clarify.
16 So, you're job is slot supervisor, is that correct?

17 MR. WOODS: No, that's my job title.

18 MR. CURTIS: Job title, okay. So, I'm just trying
19 to see how that relates to mechanics. Do you do, say, pump
20 the pumps on the vessel? Do you work on the fire pump bilge
21 pump of those types of things?

22 MR. WOODS: Well, when we do the checks on them.
23 If they're not working, I'll look to find out why it's not
24 working, depending on the situation or the kind of pump it

1 is, you know, maybe it's (indiscernible) burnt up, or
2 whatnot, you know, and then get them looking.

3 MR. CURTIS: I'm just trying to get some
4 clarification on the Express Shuttle II. I noticed there
5 was a (indiscernible) and pump in the forward end of each
6 engine.

7 MR. WOODS: Yes.

8 MR. CURTIS: Which pumps are the fire pumps, which
9 one's the bilge pumps? Are they interchangeable? I'm just
10 trying to clarify what pumps are what service?

11 MR. WOODS: The starboard engine is the bilge
12 pump. The port engine is the (indiscernible) pump.

13 MR. CURTIS: Can you cross those over, if
14 necessary?

15 MR. WOODS: I don't know.

16 MR. CURTIS: Okay.

17 MR. WOODS: I never did clarify that.

18 MR. CURTIS: Okay.

19 CAPTAIN CHRIS: You can use, or could use, the
20 fire pump for a lack of bilge pump, but not vice versa.

21 MR. CURTIS: Okay.

22 CAPTAIN CHRIS: Because, obviously, it was plumbed
23 out.

24 MR. CURTIS: Okay.

1 CAPTAIN CHRIS: To discharge.

2 MR. CURTIS: I hadn't got that clarification. I
3 appreciate that of which pump was which. I don't have
4 anymore, anybody else?

5 MR. HARTLEY: Yes, Heath Hartley, with the Coast
6 Guard. You mentioned in your prior experience, you were a
7 deck hand for the first six month's or so of employment.
8 Did you receive any training on employment for you know,
9 with respect to firefighting, mercy procedures, abandoning
10 ship?

11 MR. WOODS: Yes, we did routine drills throughout
12 the day, or throughout the weeks, on different drills, man
13 overboard drills, fire drills.

14 MR. HARTLEY: What type of training, specifically,
15 for firefighting drills? What types of things would you
16 walk through or simulate based on whatever captain you were
17 working with?

18 MR. WOODS: We just simulated, like, say, if there
19 was a fire here, how you'd go about doing it, or what type
20 of fire it is. How would you put it out?

21 MR. HARTLEY: Recently, some work had been done to
22 the Express Shuttle II, the starboard engine?

23 MR. WOODS: Yes.

24 MR. HARTLEY: One of the heads had been replaced.

1 MR. WOODS: Yes.

2 MR. HARTLEY: Were you present during that?

3 MR. WOODS: Yes.

4 MR. HARTLEY: Who were the people working on
5 the B

6 MR. WOODS: Caterpillar.

7 MR. HARTLEY: -- equipment? Caterpillar reps?

8 MR. WOODS: Yes.

9 MR. HARTLEY: Were you present for the entire
10 repair operation?

11 MR. WOODS: Most of it. Like, in the morning, on
12 the one day I wasn't there because I come in - in the
13 afternoons.

14 MR. HARTLEY: Okay.

15 MR. WOODS: And on the second day, I was there in
16 the afternoon.

17 MR. HARTLEY: So, can you kind of walk us through
18 what you saw on the first day when you did get to work?

19 MR. WOODS: The first day, when I got there, they
20 had the inboard head off, and they had to have it sent out
21 to have some work done to it because the new one wasn't
22 going to fit right, and that was it for that day. And then,
23 on day two, when I got there that afternoon, they already
24 had the head on, torque down, and they were just getting

1 ready to button up everything else. The valve cover, they'd
2 lost manifold, the turbos, and then we went out for a sea
3 trial.

4 MR. HARTLEY: On the first day, when you got
5 there, and they had the head off, do you recall what the
6 fuel lines looked like coming from the fuel manifold, where
7 it goes into the head?

8 MR. WOODS: I didn't really inspect the fuel
9 lines, no.

10 MR. HARTLEY: Did they remove the fuel lines, do
11 you know that?

12 MR. WOODS: They just removed the four fuel lines
13 that went into the valve cover.

14 MR. HARTLEY: Same thing on Friday when you came
15 back to work, were the fuel lines installed back through the
16 head yet, or they hadn't put the valve covers on yet?

17 MR. WOODS: When I got there, the valve cover was
18 not on.

19 MR. HARTLEY: Did you witness them install the
20 fuel lines?

21 MR. WOODS: Yes.

22 MR. HARTLEY: Were you present for any sea trials?

23 MR. WOODS: Yes.

24 MR. HARTLEY: Okay, what were the results?

1 MR. WOODS: The first sea -- the first run we
2 took, it wasn't running right. It ended up to be an over
3 tight valve on the intake side.

4 MR. HARTLEY: Okay, then you remedied that?

5 MR. WOODS: We remedied that and went for another
6 sea trial, everything ran fine.

7 MR. HARTLEY: That was on Friday?

8 CAPTAIN CONNER: Thursday.

9 MR. WOODS: Thursday.

10 MR. HARTLEY: And Friday? Did you happen to have
11 any other equipment related needs with the vessel after that
12 Thursday?

13 MR. WOODS: Yes, that Friday night, I noticed,
14 well, David came down to just re -- I guess it wasn't
15 running to the top standards. It wasn't turning up to 2300.
16 It was only turning up, like, 2250. So, he came down to
17 diagnose the problem, to figure out what it was, and he said
18 all it needed was maybe some fuel injectors. Then, when he
19 was there, I noticed that there was no fuel line clamps on
20 the fuel lines. So, I went ahead and put the fuel line
21 clamps on there, and then that was it.

22 MR. HARTLEY: Where did you put the fuel line
23 clams? First of all, where did you notice that they
24 weren't?

1 MR. WOODS: When there was none on there.

2 MR. HARTLEY: Which side of the engine?

3 MR. WOODS: The starboard engine.

4 MR. HARTLEY: Inboard or outboard?

5 MR. WOODS: The -- well, the way the fuel lines
6 are set up, it looks like an H.

7 MR. HARTLEY: Yes.

8 MR. WOODS: So, there was, in just numerous spots.

9 CAPTAIN CONNER: Picture, maybe?

10 MR. HARTLEY: Okay.

11 CAPTAIN CONNER: Maybe it'll help you out.

12 MR. HARTLEY: This would be this outboard
13 starboard, you're looking from the forward --

14 MR. WOODS: Right, yeah, that's the outboard,
15 inboard.

16

17

(Photo number 3 was

18

marked for identification.)

19

20 MR. HARTLEY: All right, this would be picture
21 number 3, Mr. Woods' is identifying the area. Do you have a
22 magic marker? I need to circle. If you'd just circle right
23 in the photo, Chris, if you would, the side, the area where
24 they were working on.

24

MR. WOODS: That who was working on?

1 MR. HARTLEY: Where you put the clamps on?

2 MR. WOODS: Oh.

3 MR. HARTLEY: Just circle it, roughly.

4 MR. WOODS: I put that clamp, that clamp, that
5 clamp, and that clamp. Well, there's another clamp right
6 here, but you can't see it.

7 MR. HARTLEY: What date was that?

8 MR. WOODS: That was Friday.

9 MR. HARTLEY: That was on Friday, and that was
10 after CAT had been there the day before --

11 MR. WOODS: Yes.

12 MR. HARTLEY: -- and done the head replacement?

13 MR. WOODS: Yes.

14 MR. HARTLEY: You had mentioned that a David --

15 MR. WOODS: Yes.

16 MR. HARTLEY: -- was that another CAT
17 representative?

18 MR. WOODS: Yes.

19 MR. HARTLEY: Do you have his last name?

20 MR. WOODS: David Chong.

21 MR. HARTLEY: Like Cheech and Chong, Chong?

22 MR. WOODS: Yes.

23 MR. HARTLEY: After you put on the fuel line
24 clamps, any other equipment repairs necessary --

1 MR. WOODS: No.

2 MR. HARTLEY: -- or undertaken by yourself?

3 MR. WOODS: No.

4 MR. HARTLEY: Did you write up a work order or a
5 log or any type of documentation to present to the Port
6 Captain that you did that?

7 MR. WOODS: No.

8 MR. HARTLEY: Was there another sea trial done
9 after David Chong B

10 MR. WOODS: Yes, we went --

11 MR. HARTLEY: -- was there?

12 MR. WOODS: -- after I put the fuel line clamps
13 on, we went for another sea trial.

14 MR. HARTLEY: Okay.

15 MR. WOODS: And that's when he said that the fuel
16 injectors were dirty, or needed to be replaced, weak, as to
17 why it wouldn't turn up.

18 MR. HARTLEY: Did you make any recommendation to
19 anybody in the company about what was said with the fuel
20 injectors?

21 MR. WOODS: Usually David will call Chris, or
22 Chris will call David that next morning.

23 MR. HARTLEY: Okay, and who was the captain with
24 you that Friday for the sea trial?

1 MR. WOODS: Ronnie.

2 MR. HARTLEY: Captain Ron?

3 MR. WOODS: Captain Ron.

4 MR. HARTLEY: Thank you.

5 MR. CURTIS: Bob Ford?

6 MR. FORD: Go ahead.

7 MR. STEIN: All right, Lieutenant Eric Stein, with
8 the Coast Guard. You were there Thursday, and B

9 MR. WOODS: Yeah.

10 MR. STEIN: -- who was the CAT rep that was working
11 on Thursday, do you recall?

12 MR. WOODS: I don't remember their name, no.

13 MR. STEIN: You don't recall? Okay, and then on
14 Friday, it was David Chong. Were you able to point out to
15 him that the fuel clamps were missing too, or did he notice
16 that?

17 MR. WOODS: He's the one that really pointed it
18 out to me B

19 MR. STEIN: He pointed it out to you B

20 MR. WOODS: -- and I went ahead and put them on.

21 MR. STEIN: -- and he put it on? Under his
22 direction, or was it something that you knew how to do
23 already?

24 MR. WOODS: Yeah, it's just pretty much -- I mean

1 he was sitting there, but I just went ahead and put them on.

2 MR. STEIN: Okay.

3 MR. WOODS: He's the one that noticed that they
4 needed to be put on.

5 MR. STEIN: Okay.

6 MR. FORD: Bob Ford. Do you do the morning checks
7 for the boats before they leave?

8 MR. WOODS: No, sir.

9 MR. FORD: No, okay.

10 MR. CURTIS: Just one question. When they took
11 those fuel lines off, did they just take them off of the
12 injector, or did they actually take both ends off and remove
13 the fuel lines?

14 MR. WOODS: No, they just took them off the valve
15 cover, and they just kind of pushed them up a little bit,
16 and (indiscernible) cover off.

17 MR. CURTIS: So, they didn't totally disconnect it
18 off the other end?

19 MR. WOODS: Of the injector pump?

MR. CURTIS: Right, okay. That's all I have.

Nancy?

MS. MCATEE: (Non-verbal response.)

MR. CURTIS: Chris, I guess that's all we have.

MR. WOODS: Okay.

MR. CURTIS: I appreciate your coming in today, and this ends the interview of Mr. Chris Woods. It's 1:23 p.m., thank you.

(Whereupon, at 1:23 p.m., the interview was concluded.)

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 CHRIS WOODS
SLOTS SUPERVISOR, PORT RICHEY CASINO

Eve Jemison, Transcriber