

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 :  
DAVID CHONG :  
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An interview in the above entitled matter was held  
on Thursday, November 4, 2004, commencing at 2:05 p.m., via  
telephonic conference, with:

BOB FORD, NTSB  
BRIAN CURTIS, NTSB  
LT. HEATH HARTLEY, USCG  
CHRIS CONNER, SUN CRUZ



1 MR. CURTIS: Yes.

2 MR. CHONG: D-A-V-I-D, and the last name is C-H-O-  
3 N-G, Chong.

4 MR. CURTIS: Okay, thank you. Your job title,  
5 please?

6 MR. CHONG: Technician, field service.

7 MR. CURTIS: How long have you been with Ring  
8 Power?

9 MR. CHONG: Since it opened. I mean (1:35) 1980.

10 MR. CURTIS: You've been with Ring Power  
11 approximately how many years?

12 MR. CHONG: Ring Power (1:43) not too long ago.  
13 (1:48) Ring Power, but we once renew 1986.

14 MR. CURTIS: Okay, and any training you have for  
15 your position, any schools?

16 MR. CHONG: Yeah, I have about, you know, about  
17 everything.

18 MR. CURTIS: We can get copies of your certificate  
19 for any training you've taken? Was that training by  
20 Caterpillar? By Ring Power? Who was it?

21 MR. CHONG: Captain Martin. I have a (2:20). You  
22 know, we have a techs 3, 2, and 1, and Master techs.

23 MR. CURTIS: Okay, and you are? I'm sorry, again?

24 MR. CHONG: Master Tech.

25 MR. CURTIS: Master tech, okay.

1 MR. CHONG: Yes.

2 MR. CURTIS: All right, regarding the Express  
3 Shuttle II, did you and what day did you work on the vessel  
4 the week previous to the fire?

5 MR. CHONG: On Friday.

6 MR. CURTIS: Friday, and you were dispatched there  
7 by?

8 MR. CHONG: His engineer, and you know, Paul, I  
9 mean, they say B- his boat had low power. I think we  
10 working on Thursday. That Friday night they call me to work  
11 on the boat over my laptop, and we take the boat out, and  
12 the boat it don't make a full RPM. So, I told him to call  
13 David McGinnis on Monday so we can work it on.

14 MR. CURTIS: Okay, did you perform any maintenance  
15 on the vessel that night?

16 MR. CHONG: No, I just hook up my computer that's  
17 all.

18 MR. CURTIS: Okay, and it showed you that?

19 MR. CHONG: Low RPM's.

20 MR. CURTIS: Low RPM? Any explanation for that on  
21 the computer, or just low RPM?

22 MR. CHONG: No, because it (3:44) engine, it not,  
23 you know, fool with electronics. I did talk to them to, you  
24 know, to tell them we need to tune up the engine. Like, you  
25 know, injector?

1 MR. CURTIS: Okay.

2 MR. CHONG: I think all day that we couldn't get,  
3 you know, get (3:59) to come back Monday to work it on.

4 MR. CURTIS: Did you write a report that night  
5 that would've been submitted to your office?

6 MR. CHONG: No, because the boat burn up Sunday.

7 MR. CURTIS: Excuse me?

8 MR. CHONG: The boat burn up Sunday. I went there  
9 Friday then by Sunday, the boat burn up.

10 MR. CURTIS: So, you never submitted a report to  
11 your office on that visit?

12 MR. CHONG: No.

13 MR. CURTIS: While you were there looking at the  
14 engine, did you notice anything abnormal with the engine?  
15 Any leaking lines?

16 MR. CHONG: I don't see no leak, and the engineer  
17 was on the boat, but I mean, I don't see anything.

18 MR. CURTIS: Do you recall who the Sun Cruz person  
19 was there that was with you? His name?

20 MR. CHONG: Wood.

21 MR. CURTIS: Wood?

22 MR. CHONG: Yes.

23 MR. CURTIS: Did you notice if the fuel line  
24 clamps were in place on the engine? Not on the engine on  
25 that inboard head where they worked?

1 MR. CHONG: I not do any, you know, look for that  
2 one.

3 MR. CURTIS: You didn't work for that?

4 MR. CHONG: No.

5 MR. CURTIS: Just bear with me, I'm just looking  
6 through my notes here. Did Mr. Wood, or any of the Sun Cruz  
7 employees, mention to you that they've had problems with  
8 failing fuel lines in that engine? Any discussion of that  
9 matter?

10 MR. CHONG: No, but I did tell them to put a few  
11 (5:29) on the line. I tell Wood. I think Wood put some in  
12 there.

13 MR. CURTIS: Were any of them on when you got  
14 there?

15 MR. CHONG: I just tell B- I just see them, you  
16 know, a long mixing clamps. I tell Wood to put the, you  
17 know, the clamps in there that's all I told him, and I  
18 see B- I think he B- I think he did put something, you know,  
19 in the engine.

20 MR. CURTIS: Were you there to witness him putting  
21 them on, or didn't you see him put them on?

22 MR. CHONG: I wasn't sure I did see him put them  
23 on. They, you know, when we come back, I see B- I see him  
24 work on it or some more on the engine. I not so sure that  
25 one. So, I pick up my tool, and you know, I'm done for the

1 day.

2 MR. CURTIS: So, when you left, you weren't sure  
3 if all the clamps were on it?

4 MR. CHONG: No, because, you know, I'm not go for  
5 that problem.

6 MR. CURTIS: Okay.

7 MR. CHONG: (6:16) you know, low RPM.

8 MR. CURTIS: Okay, I'm going to pass the  
9 questioning on to Bob Ford now.

10 MR. FORD: How are you doing David, this is Bob  
11 Ford, NTSB?

12 MR. CHONG: All right, and yourself?

13 MR. FORD: A little broken up, someone's cutting  
14 in. You said you are a master tech, correct?

15 MR. CHONG: Yes.

16 MR. FORD: You were called to the boat that Friday  
17 evening? It had the fire on the 17th, so that would've been  
18 October 15th, the Friday you were called to the boat for low  
19 RPM's, is that correct?

20 MR. CHONG: Yes.

21 MR. FORD: Did you go by yourself?

22 MR. CHONG: Yes.

23 MR. FORD: I'm not an engineer, so this question  
24 may sound stupid, but where do you hook up your laptop to  
25 determine that the RPM's are low?

1 MR. CHONG: Okay, the way the engine, they have,  
2 you know, that's a little (7:02) out.

3 MR. FORD: Yes?

4 MR. CHONG: I hook it up to it, and that's all I  
5 did.

6 MR. FORD: There was no passengers on board,  
7 correct?

8 MR. CHONG: No.

9 MR. FORD: And you said you did not write up a  
10 service report for the trip there, correct?

11 MR. CHONG: Yes, because, you know, I just do them  
12 a favor, because they supposed to call in, because, you  
13 know, we just work on the boat, we done by Thursday, and my,  
14 you know, Paul Snyder and Paul Hyder.

15 MR. FORD: But you knew they were on their way,  
16 so, you figured it would go on one service report, is that  
17 correct?

18 MR. CHONG: No, I just open up, and I thought, I  
19 imagined, you know, they'll send me back Monday to work it  
20 all, and to make my, you know, my paperwork.

21 MR. FORD: Were there any of the captains with you  
22 when you were checking out the RPM's?

23 MR. CHONG: Yeah, but I don't know if Ronnie or  
24 Mario, or somebody. I not so sure who is it.

25 MR. FORD: Yes, but there was a captain watching?



1       You did not go out with B-

2               MR. CHONG: Captain no watching, but Wood  
3 watching, Wood.

4               MR. FORD: Wood was watching. Did you B-

5               MR. CHONG: Yes, Wood was with me all the time.

6               MR. FORD: I'm sorry, did you actually get  
7 underway with the boat, or did you just keep it at the dock?

8               MR. CHONG: I take the boat out.

9               MR. FORD: You did take the boat out, okay.

10              MR. CHONG: That why I know it low RPM's.

11              MR. FORD: So, the captain stayed in the  
12 wheelhouse during all of this?

13              MR. CHONG: Yes.

14              MR. FORD: Obviously, he's driving the boat. So,  
15 the only other person watching this was Wood?

16              MR. CHONG: Yeah, and somebody else (8:26) you  
17 know, a few people were there.

18              MR. FORD: There were a few deck hands? Do you  
19 know who Captain Chris is?

20              MR. CHONG: Yes.

21              MR. FORD: Was he there?

22              MR. CHONG: Oh, not over there.

23              MR. FORD: Not there, okay, thank you very much.

24              MR. CURTIS: Lieutenant Hartley/

25              MR. HARTLEY: Okay, thank you. Lieutenant Hartley

1 here. Again, Mr. Chong, if you could just tell us what was  
2 the purpose for your visit on that Friday the 15th. Did the  
3 vessel company call in, or --

4 MR. CHONG: Yes.

5 MR. HARTLEY: -- (8:56) there was a low power B-

6 MR. CHONG: Yes.

7 MR. HARTLEY: -- on the starboard motor?

8 MR. CHONG: Yes.

9 MR. HARTLEY: Okay, anything else?

10 MR. CHONG: Well, we go hook it up, and that shows  
11 2200 RPM's, but the engine supposed to make 2300.

12 MR. HARTLEY: Okay.

13 MR. CHONG: I told him they need injector or  
14 something else. They need to, you know, get more time, and  
15 (9:14). The injector, you know, that is.

16 MR. HARTLEY: Okay, no further questions for me.

17 MR. CURTIS: Okay, I'm all set. Chris Conner, are  
18 you on the line now? Apparently we've lost him. Bob Ford,  
19 anymore questions?

20 MR. FORD: No, I'm good, thanks Brian.

21 MR. CURTIS: Lieutenant, anything else?

22 MR. HARTLEY: No, sir, thank you.

23 MR. CURTIS: All right, David, we appreciate your  
24 time today, and your participation, and this concludes the  
25 interview. The time now is 2:15 p.m., thank you.

1           (Whereupon, at 2:15 p.m., the interview was concluded.)  
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## 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 DAVID CHONG

MASTER TECHNICIAN, RING POWER, CORP.

Eve Jemison, Transcriber