

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of: *
*
CAPSIZING OF THE *
LADY D *
*
*

Tuesday,
October 26, 2004

INTERVIEW OF:

MARK HYLIND

PRESENT: MORGAN TURRELL
MARIETTE BURER
SCOTT BARANOWSKI
ED NARIZZANO
KEVIN JOHNSTONE
ANDY MURRAY

P R O C E E D I N G S

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MR. TURRELL: Okay. It is October 26. It is 11 o'clock. This is Morgan Turrell, National Transportation Safety Board investigating the Lady D accident on March 6, 2004. We are going to interview the, one of the minority owners of the Susquehanna Boat Works Company.

We will go around the room, to my left, and introduce.

MS. BURER: Mariette Burer, B-U-R-E-R, National Transportation Safety Board.

MR. MURRAY: Andy Murray, National Historic Seaport.

LIEUTENANT BARANOWSKI: Scott Baranowski, Activities Baltimore Coast Guard.

MR. NARIZZANO: Ed Narizzano, Director of Seaport Taxi.

MR. JOHNSTONE: Kevin Johnstone, NOAA National Weather Service.

MR. TURRELL: Okay. Sir, if you would just go ahead and introduce yourself?

MR. HYLIND: My name is Mark Hylind. I am vice president and minority owner of Susquehanna Santee Boat Works, Inc., locate on Willow Street,

1 Pennsylvania.

2 MR. TURRELL: And what is your capacity as
3 vice president and minority owner in the boat, how many
4 employees do you have?

5 MR. HYLIND: There are roughly eight
6 employees.

7 MR. TURRELL: And what are your
8 responsibilities?

9 MR. HYLIND: I have no day to day
10 responsibilities.

11 MR. TURRELL: And when did you come into this
12 position?

13 MR. HYLIND: I purchased my minority interest
14 in approximately 2002.

15 MR. TURRELL: And, sir, could you tell us a
16 little bit about background before, before this
17 transition?

18 MR. HYLIND: Educational wise, graduate of
19 John Hopkins University. Owner the Title Abstracting
20 Business, which is what I currently do. I did work
21 with the Harbor Shuttle when it was owned by Silver
22 Clipper, Inc., so I worked for about a year with Ron
23 Morgan and that operation, in the capacity of basically
24 director of special events.

25 MR. TURRELL: Okay. And who is Ron Morgan in

1 relation to this accident?

2 MR. HYLIND: Ron Morgan, I believe, is the
3 former principal of the Silver Clipper, Inc. He was
4 also the main operator of the, the Harbor Shuttle. And
5 I believe that he sold it to the Living Classroom.

6 MR. TURRELL: Okay. If you would, Mark, tell
7 us in your own words, the role of Susquehanna Santee
8 Boat Works in your own, to your own knowledge, the
9 role, this relationship to the Lady D?

10 MR. HYLIND: Susquehanna Santee Boat Works,
11 Inc., which I am an owner of, has no role or history
12 with the construction of the Lady D.

13 MR. TURRELL: Okay. I understand that your
14 company purchased another company that may have had
15 something to do with the Lady D?

16 MR. HYLIND: Yes. We, the company that is now
17 known as Susquehanna Santee Boat Works, was originally
18 incorporated in September of 1998, under the name of
19 S.S.S. Boat Works, Inc. Approximately one month after
20 that, they negotiated a purchase of assets only with
21 the former owner of Susquehanna Santee Boat Works,
22 Incorporated, which I will refer to as the old
23 Susquehanna.

24 MR. TURRELL: Okay.

25 MR. HYLIND: At that point in time, the deal

1 was struck between the purchasers which were unrelated
2 to the former Susquehanna Santee Boat Works, the
3 purchasers were Brian Newmann and Angela Mundorff,
4 N-E-W-M-A-N-N, for Brian, and Angela was
5 M-U-N-D-O-R-F-F. At the time that they purchased the
6 assets, the name was well known in the industry, and a
7 name change was issued by the old Susquehanna Santee,
8 where they changed their name to Mellinger Enterprises,
9 M-E-L-L-I-N-G-E-R, Enterprises. That name change took
10 place on October 23 of '98. And there was a
11 simultaneous name change from S.S.S. Boat Works, my
12 company, to pick up the name Susquehanna Santee Boat
13 Works, Inc.

14 MR. TURRELL: Okay. And I understand that you
15 provided the NTSB with the paperwork and documents that
16 you, your company had regarding the Lady D.

17 MR. HYLIND: Yes, we have.

18 MR. TURRELL: Okay.

19 MR. HYLIND: We have tried to assist in any
20 way possible, by going through old records that might
21 have been conveyed under the old Susquehanna Santee
22 entity, to us that we may still have in our files. And
23 we have gone through our files and provided NTSB with
24 all the paperwork that we found relating to the
25 construction by the former company.

1 MR. TURRELL: Okay. And currently what is,
2 your company, what services do they provide?

3 MR. HYLIND: We provide, we, we build
4 passenger vessels as well as certain types of work
5 boats.

6 MR. TURRELL: Do you still build pontoon
7 boats?

8 MR. HYLIND: Yes, we do.

9 MR. TURRELL: Roughly, after the purchase, how
10 many, do you know roughly how many pontoon boats your
11 company has built since you have been involved?

12 MR. HYLIND: I have been informed that it is
13 approximately 20 per year.

14 MR. TURRELL: Okay. And to your knowledge,
15 what limitations to pontoon boats, to your knowledge,
16 what type of limitations do pontoon boats present to
17 the operator?

18 MR. HYLIND: I don't know of any limitations
19 to the operator.

20 MR. TURRELL: As far as operational or
21 stability, do you know of any operational limitations
22 of pontoon boats as far as stability?

23 MR. HYLIND: I can't answer that question.

24 MR. TURRELL: Okay.

25 MR. HYLIND: I don't have that knowledge.

1 MR. TURRELL: Okay. Okay. I will go ahead,
2 Mariette, any questions?

3 MS. BURER: I don't have any questions?

4 MR. TURRELL: Andy?

5 MR. MURRAY: Nothing.

6 MR. TURRELL: Scott?

7 LIEUTENANT BARANOWSKI: Yes, Lieutenant
8 Baranowski, Coast Guard.

9 When you do build boats -- you have been --
10 at your location?

11 MR. HYLIND: Yes, we do.

12 LIEUTENANT BARANOWSKI: Do you know when this
13 is done, do you know what location in the country they
14 are --

15 MR. HYLIND: Yes, we do.

16 LIEUTENANT BARANOWSKI: And what is the
17 traditional location that you --

18 MR. HYLIND: They are used for water taxi
19 purposes throughout the country. Up in Massachusetts,
20 Wilmington, Delaware, Baltimore Harbor, Pittsburgh,
21 basically scattered throughout the country.

22 LIEUTENANT BARANOWSKI: Besides water taxis,
23 is there any other --

24 MR. HYLIND: Well, there are some research
25 vessels as well as the -- that would have cranes for

1 doing bridge work, things of that nature.

2 LIEUTENANT BARANOWSKI: These research
3 vessels, where are they located --

4 MR. HYLIND: That I don't know. I would be
5 happy to provide you with that after this meeting.

6 LIEUTENANT BARANOWSKI: Okay. No other
7 questions.

8 MR. TURRELL: Okay. Ed?

9 MR. NARIZZANO: I don't have any questions.

10 MR. TURRELL: Kevin?

11 MR. JOHNSTONE: The only question I have is
12 are there known weather limitations for the pontoon
13 boats?

14 MR. HYLIND: The limitations that a pontoon
15 boat is subject to are really enforced by the U.S.
16 Coast Guard. Each pontoon boat has a restriction on it
17 for the amount of passengers and crew it can have,
18 which is calculated out by the U.S. Coast Guard. The
19 stability of the vessel is determined by formulas
20 established by the U.S. Coast Guard and each vessel
21 must have those rigorous tests. The location where
22 the vessel will be operated is taken into account by
23 the local Coast Guard because it must be inspected
24 wherever it goes for the particular use, that the
25 operator has for it and the local knowledge by the U.S.

1 Coast Guard is imposed upon each vessel.

2 MR. JOHNSTONE: That is all I have.

3 MR. TURRELL: To your knowledge, Mark, do you
4 know a boat that you built ever fail a stability
5 testing and make modification to for any reason?

6 MR. HYLIND: No, I do not know of one.

7 MR. TURRELL: Okay. What is the smallest
8 pontoon boat you build and what is the largest pontoon
9 boat you build? Passenger, passenger count wise.

10 MR. HYLIND: Passenger count wise, we go up to
11 149 passengers, down to 14, to the best of my
12 knowledge.

13 MR. TURRELL: Okay. And can you a rough
14 dimensions of a 149 passenger boat?

15 MR. HYLIND: Approximately 22 by 65.

16 MR. TURRELL: And the 14 passenger?

17 MR. HYLIND: Approximately 10 by 30.

18 MR. TURRELL: Okay. And do you by chance have
19 or had a chance to operate a pontoon boat yourself?

20 MR. HYLIND: I have without passengers
21 onboard, yes.

22 MR. TURRELL: Okay. Okay. I have no other
23 questions. Andy, any question? Anyone else?

24 Mariette?

25 MR. TURRELL: Just for the record, do you have

1 any other comment or statement you would like to make
2 to the NTSB at this time?

3 MR. HYLIND: Well, Susquehanna Santee Boat
4 Works, my company, as I already iterate the fact that
5 we were not the builders of the Lady D. But, we stand
6 ready to help the NTSB or any investigation, to help
7 determine and inspect. All of our resources are
8 available for your use if you need them.

9 MR. TURRELL: Okay. And please acknowledge
10 that this is being recorded.

11 MR. HYLIND: I do acknowledge.

12 MR. TURRELL: Okay. Thanks.

13 (Whereupon, the interview was concluded.)