

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COMMERCIAL FISHING VESSEL
CHRISTOPHER'S JOY CAPSIZING AND
SINKING IN THE GULF OF MEXICO
NEAR SOUTHWEST PASS, LOUISIANA
ON SEPTEMBER 23, 2014

Docket No.: DCA-14-LM-020

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Telephonic Interview of: LARRY DARDAR

Thursday,
October 9, 2014

The above-captioned matter convened, pursuant to notice.

BEFORE: LARRY D. BOWLING
Senior Marine Accident Investigator

APPEARANCES:

LARRY D. BOWLING, Senior Marine Accident Investigator
National Transportation Safety Board

CWO [REDACTED] Investigator
Marine Safety Unit (MSU) Morgan City, Louisiana
U.S. Coast Guard

[REDACTED] Investigator
MSU Morgan City, Louisiana
U.S. Coast Guard

LTJG [REDACTED] Investigator
MSU Morgan City, Louisiana
U.S. Coast Guard

[REDACTED] [REDACTED]
IC Maritime

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I N T E R V I E W

(11:22 a.m. ET)

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MR. BOWLING: All right, the digital recorder is going.

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This is Larry Bowling with the Office of Marine Safety, National Transportation Safety Board. We are going to be interviewing Mr. Larry Dardar. And it is October the 9th at 11:22 Eastern Time, 10:22 Central Time. I am participating in the interview telephonically from the state of Louisiana, and I believe you all are in Galliano, correct?

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CWO ██████ Yes, that is correct.

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MR. BOWLING: Okay. And the members participating in the interview on location in Galliano, starting with the Coast Guard?

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CWO ██████ Chief Warrant Officer ██████ with the Coast Guard out of Morgan City Investigations. With us?

MR. ██████ ██████ Morgan City Investigations.

LTJG ██████ Lieutenant Junior Grade ██████ Morgan City Investigations.

MR. ██████ ██████ ██████ IC Maritime.

MR. BOWLING: Okay. And, Mr. ██████ I keep stepping you on you. I apologize. Would you say that again for the record? I keep forgetting you're there.

MR. ██████ That's all right. ██████ ██████ with IC Maritime on behalf of the underwriters for the Fishing Vessel *Christopher's Joy*.

1 MR. BOWLING: Okay, thank you. And the witness for the
2 record, please state your name and spell your last name for me
3 please.

4 MR. DARDAR: Larry Dardar, L-a-r-r-y, D-a-r-d-a-r,
5 Dardar.

6 MR. BOWLING: Okay. And since there's two Larry's in
7 the interview, we'll use some caution about which one, and I'll
8 try and identify myself as Larry Bowling or Mr. Bowling or
9 something to that effect, or NTSB. But with that said, Captain
10 Dardar, you are aware that we are going to be recording this
11 digitally for later transcription, and probably within 21 days or
12 so I can get you a copy of it for you to review, correct?

13 MR. DARDAR: Yes, sir.

14 MR. BOWLING: Thank you very much. And with that said,
15 we'll turn the floor over to Chief Warrant Officer [REDACTED] with the
16 Coast Guard for the first round of direct questions.

17 INTERVIEW OF LARRY DARDAR

18 BY CWO [REDACTED]

19 Q. So, Larry, can you -- because we weren't out there, you
20 know, you guys were out and around the scene, can you try to paint
21 us a picture on what your operations were that day and how you
22 came about the information that the vessel was capsizing? Just
23 run us through from start to finish on how that went down.

24 A. We were out in the fields, and we was going to another
25 field 18 miles farther east. And about an hour when I left the

1 field, got a phone call that we should turn around and go circle
2 Charlie; that's one of our platforms in the field.

3 I didn't know what was going on. They didn't say
4 nothing about a boat or nothing, you know. So we turned around
5 and then the closer we got to Charlie platform and started looking
6 at that thing, we couldn't figure out what it was. You know, it's
7 not (indiscernible). So when I got closer, I realized it was a
8 boat that was upside down. That freaked me out. That -- and then
9 the closer we got, there was something, people on the bottom of
10 the boat. So we got as close as we could to the boat then,
11 without the current shoving us into the boat, and we picked them
12 up and put them on our boat. And then from then on there, we
13 talked -- I talked to the Coast Guard. And I was like
14 (indiscernible). But, I mean, basically that's about it, you
15 know, (indiscernible).

16 Q. So when you saw these, when -- I just want to -- this is
17 [REDACTED] with the Coast Guard from Morgan City. Captain Dardar,
18 were you operating the vessel, were you at the helm when your
19 vessel went to see what that object in the water was that ended up
20 being the *Christopher's Joy*?

21 A. I was at the wheel until we got close to the boat.

22 Q. Okay.

23 A. By that time Captain Mel came up, you know, and he took
24 over the wheel, and I went out there to try to help them guys on
25 the boat with the hatch.

1 Q. Okay.

2 A. Then after that I stayed mostly on the radio talking to
3 the Coast Guard and talking to the main platform.

4 Q. Can you describe the condition of the two individuals
5 that you got on board your vessel?

6 A. Well, the captain had a few scratches, barnacles and
7 all, you know, on his arms and his shins and down his legs. I
8 asked him if he needed medical attention, they said no. And they
9 stayed on our boat till the next day.

10 Q. Okay, and can you describe their behavior once they were
11 aboard the vessel?

12 A. Well, one of them, the mate, didn't talk much, and the
13 captain was -- he was breaking out every now and then, you know.
14 He say just -- he was going to be killed and stuff like that about
15 what happened, you know. That's about it.

16 Q. Okay.

17 A. But besides that, they didn't say much more.

18 Q. So when he -- so he used -- he stated he was going to
19 get killed by what happened?

20 A. Yeah.

21 Q. Okay.

22 A. It wasn't his fault that the boat flipped over.

23 Q. Okay. And did he describe why it flipped over?

24 A. Yeah, he said his outrigger -- he said he told his boss
25 that the outriggers was too high up. And he had a safety chain

1 right here. And he said when he was turning, that it broke and
2 the outrigger (indiscernible) the current then, and it flipped
3 over.

4 Q. Okay, all right. And when you arrived on scene, did you
5 see debris in the water?

6 A. What?

7 Q. Did you see any kind of debris in the water, any kind
8 of --

9 A. No, sir.

10 Q. -- flotation devices? Okay.

11 Q. Captain Dardar, this is [REDACTED] with the Coast Guard
12 again. How long were the two individuals on board your vessel?

13 A. (indiscernible) know the exact time. I think we picked
14 them up at 4.

15 Q. Okay.

16 A. That afternoon, and then the next day when the crew
17 changed, that's when they brought them back.

18 Q. About what time was that?

19 A. I think it was around 7, 7:30 maybe, that the crew
20 changed.

21 Q. 7:30 a.m. or p.m.?

22 A. a.m.

23 Q. Okay, all right.

24 MR. BOWLING: Chief Warrant Officer [REDACTED] if you don't
25 mind, scoot the -- push the phone a little closer to the witness.

1 The volume is barely level on this -- or barely readable on this
2 end.

3 CWO [REDACTED] Okay, okay. So, Captain Dardar when you --
4 just speak into the phone and that way Larry can hear what's going
5 on that end, if you don't mind, sir. Thank you so much.

6 BY CWO [REDACTED]

7 Q. Did you interact with the two survivors for the
8 remaining period while they were on board your vessel?

9 A. Well, like I said, the Captain there, he kept thanking
10 me and giving me a hug --

11 Q. He gave you a hug?

12 A. -- that he got off of that, you know. Kept thanking me.

13 Q. Yeah.

14 A. But, I mean, as far as talking with him, I didn't
15 really --

16 Q. Did he describe the incident? Did he describe anything
17 about the two individuals that were -- that did not get on your
18 vessel?

19 A. Well, he said that the one that drifted away, that he
20 was trying to swim back to the boat but the current was too
21 strong, and they watched him float away until he went down, you
22 know. And then the other one, they said that when the boat
23 flipped over, the water sucked him into the engine room. That's
24 what they told me, you know.

25 Q. Okay.

1 BY MR. [REDACTED]

2 Q. Captain, this is [REDACTED] with the Coast Guard.

3 Captain, what was the weather like that day?

4 A. I guess we had about a -- maybe a 1 to 3 maybe.

5 Q. All right.

6 A. It wasn't bad at all.

7 Q. How about was it overcast, sunny? What was it?

8 A. No, it was sunny.

9 Q. Did you take any pictures that day, with your phone or
10 any pictures with anything?

11 A. No, sir.

12 MR. [REDACTED] Okay. I don't have any further questions.

13 BY LTJG [REDACTED]

14 Q. Lieutenant Junior Grade [REDACTED] with the Coast
15 Guard, Morgan City. Did they leave you any names?

16 A. They told me their names, but I forgot.

17 Q. All right.

18 A. I can't remember names for nothing, man.

19 Q. No problem. Would you mind giving us a brief
20 description of the two gentlemen that you picked up?

21 A. Yeah, one of them was a little shorter than me, 5'11".
22 The other one, I really (indiscernible) close enough to, you know.
23 He must be about the same height.

24 Q. What were they wearing?

25 A. One of them had black pants on with no shirt. And the

1 other one had a short pants, blue jean pants.

2 Q. Any shirt?

3 A. I think he had a T-shirt.

4 Q. Okay.

5 A. I'm not sure.

6 Q. Did they have any tattoos on their body?

7 A. One of them did.

8 BY MR. [REDACTED]

9 Q. This is [REDACTED] with IC Maritime. Captain, if we
10 need to contact you in the future, can I get your home mailing
11 address?

12 A. Yes, [REDACTED].

13 Q. [REDACTED]

14 A. [REDACTED]

15 Q. What's that zip code?

16 A. [REDACTED]

17 Q. And do you have a home telephone number?

18 A. Yes, sir. I got to look it up in my phone.

19 Q. If it's easier, you can give your cell phone.

20 A. [REDACTED]

21 Q. [REDACTED]

22 A. [REDACTED]

23 Q. [REDACTED]

24 A. [REDACTED]

25 Q. [REDACTED]

1 A. [REDACTED]

2 Q. [REDACTED], all right. Did you have any opportunity to observe
3 this vessel before you got the call that there was a problem?

4 A. The shrimp boat?

5 Q. Yeah. Had you seen this boat shrimping in the area?

6 A. No, sir. They had (indiscernible).

7 Q. And you say the captain reported that -- told you that
8 this was his fault because the outriggers were too high?

9 A. He said that he told his boss that.

10 MR. [REDACTED] Okay, that's all I've got. Thank you.

11 CWO [REDACTED] Larry Bowling, I believe everybody here in
12 Galliano is ready for to take it forward.

13 MR. BOWLING: Roger that.

14 BY MR. BOWLING:

15 Q. Captain Dardar, good afternoon again, and I appreciate
16 the folks moving to the phone to you. I'm having a little
17 difficulty hearing you. If you don't understand my questions or
18 you have difficulty hearing me, Captain, let me know and I'll
19 repeat the question.

20 The first question I have is can you tell me a little
21 bit about your background and your position on the vessel in
22 relation to Captain Mel and the other crew members?

23 A. Well, I guess you could consider me a second captain.

24 Q. Okay. And how long have you been serving in the
25 maritime industry, and what's your background?

1 A. I started -- I'm on my sixth issue of my license. And I
2 worked 20-some-odd years on shrimp boats. Worked the oil fields,
3 roughneck, and you name it, I've done it.

4 Q. Okay. Now, the two other crew members besides yourself
5 and Captain Mel, I understand one of the deckhands that we'll be
6 interviewing is named Rob. What's Rob last name, and is he the
7 senior deckhand or the junior deckhand?

8 A. I don't know what to consider him. I don't know what
9 title to give him, you know, but he's a good deckhand.

10 Q. Okay. And what's the other deckhand, the second
11 deckhand beside Rob?

12 A. Joe.

13 Q. Joe. So Rob and Joe.

14 Now you had -- we have your cell phone record, or cell
15 phone number on record. It'll be redacted. It won't be put out
16 to the public. But knowing that you have a cell phone, did you
17 allow either survivors, the master or the deckhand from the
18 *Christopher's Joy*, to use your cell phone and contact anybody?

19 A. No, sir, he didn't.

20 Q. Okay. I think it was a direct with the Coast Guard, you
21 had said that the master had expressed some concern about being in
22 trouble, I think you used the word killed over the incident. Can
23 you think back, and I want to hear more details on what you recall
24 from that conversation as to what prompted him to say those words,
25 and what words he used, and your location when you two were

1 talking about this?

2 A. Well, he was half crying and he was kind of out of it,
3 you know, whenever he said that, you know, so -- but that's about
4 all what he had said, you know.

5 Q. And again, if you don't mind, just cover it -- some of
6 it was breaking up on my end. I'd like to hear what he conveyed
7 to you and roughly how long was this into his presence or his
8 rescue on board? Was it 5 minutes after he came on board or the
9 following day before you put him off the vessel? Can you fill me
10 in on that?

11 A. Oh, it must have been about maybe 30, 40 minutes after he
12 was on the boat, I guess; somewhere around there.

13 Q. Okay. And again, what led to that conversation? What
14 do you recall being -- going back before, obviously you have
15 shrimping background, were you two talking about how the vessel
16 was rigged, or how did the conversation come up?

17 A. Well, he was just talking about how the boat flipped,
18 and that's what he told me. He said his outrigger was a little
19 too high, that when like -- when he was turning, the safety chain
20 broke and that outrigger come up, and the current, then that's
21 what made them flip.

22 Q. Okay. Do you recall either the master or the surviving
23 deckhand telling you who was serving as the ice-hold man or the
24 iceman on the trip, and how they were the storing the shrimp that
25 they'd already picked and sorted?

1 A. No, sir. He never talked about that.

2 Q. Okay. What about -- do you recall either the master or
3 the deckhand ever talking about any issues with the vessel prior
4 to sinking, such as, you know, flooding from the shaft seal or
5 anything like that, any other issues on the vessel you heard
6 about? They may have talked about?

7 A. No. No, sir, they didn't.

8 Q. All right. Now --

9 A. To me they didn't.

10 Q. Go ahead, Captain. I'm sorry.

11 A. I said they didn't talk about that, not to me, I said.

12 Q. Okay, okay. Now related, I want to hear your -- what
13 you observed as a relationship between the master and the deckhand
14 during the period they were on the boat. How were they getting
15 along, were they talking to each other; can you just tell me what
16 you observed?

17 A. They seemed like they was getting along good. The
18 captain would break down every now and then, you know.

19 Q. Okay.

20 A. But as far as -- I couldn't see no problems between them
21 if they did.

22 Q. Okay, and was the deckhand around at all when the master
23 was breaking down?

24 A. Yes, they was all -- they was all on the top deck.

25 Q. Okay. Do you recall what behaviorisms or mannerisms the

1 deckhand may have been exhibiting while the master was breaking
2 down? Do you recall taking a look at him or listening to any
3 input from him?

4 A. I'm sorry, I didn't understand the question.

5 Q. Yeah, when the master would have or experience these
6 breakdowns, do you recall what behaviors or actions you may have
7 observed from the deckhand if he was present?

8 A. The deckhand was on the side of the cab when the captain
9 was telling me that. I couldn't see his reaction to that, you
10 know.

11 Q. Okay. And, Captain, I should have told you this
12 earlier, if you don't know an answer, it's okay not to know
13 answers. We're just trying to make sure we get everything that
14 you can contribute to the incident to help us understand what went
15 on. So it's okay not to have an answer.

16 With regard to the medical treatment of the two
17 individuals. Tell me what you know about -- I understood Captain
18 Mel offered up medical assistance or to get the two individuals to
19 medical assistance. What do you recall in that realm?

20 A. Well, they just told us that they didn't want no -- they
21 wasn't hurt or nothing, except the captain had a few scratches on
22 his chest, belly, and arm. And the other one didn't seem like he
23 had any.

24 Q. Okay.

25 A. We gave them some water or whatever they wanted to

1 drink.

2 Q. What about the life raft? Did you ever hear of the
3 master or the deckhand talk about the vessel's life raft or
4 anything regarding that area?

5 A. No, sir.

6 MR. BOWLING: Okay, bear with me. I'm looking at some
7 notes hear. And actually, Coast Guard, I think, from my
8 standpoint that is all I have for Captain Dardar.

9 CWO [REDACTED] Okay, thanks Larry. I think we do have a few
10 follow-up items.

11 BY MR. [REDACTED]

12 Q. Hey, Captain, this is [REDACTED] with the Coast Guard
13 again. You said something about the captain said he told his boss
14 that the -- what was too high? The outriggers were --

15 A. (Indiscernible).

16 Q. What did he say -- did he say he told him that before
17 they went out or after it sank?

18 A. I guess it was out there at the dock that he told him
19 that. It was at the dock.

20 Q. He told him that before they went out that the
21 outriggers were too high? That (indiscernible).

22 You also mentioned that you had 20 years in the shrimp
23 business, was that trawling or what kind of shrimping?

24 A. Trawling.

25 Q. Same type boat, same size boat?

1 A. (Indiscernible).

2 Q. Now, tell me on these outriggers, should they be up like
3 that or should they be down?

4 A. Well, that all depend on (indiscernible), all depends on
5 the individuals on the boat, around the boat, you know.

6 Q. Okay.

7 A. I never had any problem with it.

8 Q. Now can I ask you for an opinion based on your 20 years
9 of shrimping experience? The story about the chain breaking, a
10 safety chain breaking, and the outrigger going all the way across
11 and flipping the boat, does that make sense to you --

12 A. Yes.

13 Q. -- based on your experience?

14 MR. [REDACTED] I don't have any more questions, thank you.

15 BY LTJG [REDACTED]

16 Q. This is [REDACTED] with the U.S. Coast Guard
17 (indiscernible). I have questions (indiscernible).

18 So based on -- what would you typically run when you
19 used to run shrimp vessels, your outrigger set?

20 A. They were steel hull.

21 Q. In terms of degree, what were the outriggers?

22 A. I don't know. They should know, you know, if they was
23 set right, so --

24 Q. Okay.

25 A. I mean, as far as the degree, you know, for his --

1 Q. How would you describe it, left, right, or
2 (indiscernible)?

3 A. Well, to me, all the shrimp boats that I've seen out
4 there they look normal, you know. Like I'm used to shrimping.
5 Like I said, I never seen that boat there.

6 Q. Right.

7 A. I don't know how it was rigged at that time.

8 Q. I'm just meaning from your personal experience when you
9 used to run on board vessels, what would you typically set them
10 at? Like what was considered, you know, too high or too low?
11 What's the benefit of having them high or low?

12 A. Well, you hold the bait down where the shrimp is at.
13 Yeah, I think it's better, you know.

14 Q. Okay, why is that?

15 A. Well, you got most of the stabilizing like that, you
16 know? You got your outriggers going front like this, your
17 (indiscernible).

18 Q. Okay. And now having it too high, is there any benefit
19 to that?

20 A. Not that I know of.

21 Q. Okay. Well, once you're underway are they easy to
22 change the height of the outriggers?

23 A. No.

24 Q. No? You got to (indiscernible) at the dock?

25 A. Yes.

1 LTJG ██████ Okay.

2 MR. ██████ ██████ again. Larry, just for the
3 record, he was showing us how they was used to having the
4 outriggers set. And he put his arms out what would have been 90
5 degrees from his body, or would have been level with ocean, both
6 arms.

7 MR. BOWLING: Okay, thank you. Yeah, we'll have to work
8 -- thanks, ██████ And, you know, when we're having the witnesses do
9 that, we need to get at least a -- if they're not drawing, you
10 know, a diagram for us to enter as an exhibit, we probably should
11 at least do exactly what you did, bring us an audible description
12 of the witness's gestures and motions. So thank you.

13 BY LTJG ██████

14 Q. This is ██████ for the U.S. Guard. Captain have
15 you fished most of your life in the Gulf or have you done, you
16 know, away site?

17 A. In the Gulf.

18 Q. Okay. Have you ever done any flag sites?

19 A. No.

20 Q. Is there any difference between, to your knowledge, the
21 height of the outriggers in the Gulf compared to somewhere else?

22 A. Look like I (indiscernible) everything out there.

23 Q. Right.

24 A. So I don't know how they set the outriggers.

25 LTJG ██████ Okay, I don't have any further

1 questions.

2 MR. [REDACTED] Okay, this is [REDACTED] with the Coast Guard.
3 I have two follow-up questions and then Mr. [REDACTED] I think he
4 may have one or two, and then I think we'll be good to go on this
5 end.

6 BY CWO [REDACTED]

7 Q. Captain, in your experience, your 20 years' experience
8 on a shrimp vessel similar to this one, on the outriggers, the
9 stabilizing chain that they're talking about that could have
10 broken, what exactly is that, and in your past is that a practice
11 that is used throughout the shrimping fleet?

12 A. Every boat uses it.

13 Q. Every boat uses it? Okay. And then you mentioned
14 earlier that, you know, once you picked the survivors up your job
15 was primarily communicating with the Coast Guard back and forth.
16 Did anybody from the Coast Guard or anybody from the company,
17 basically did anybody contact your vessel and ask you for the
18 survivors to be alcohol-tested?

19 A. (No audible response.)

20 CWO [REDACTED] Okay, okay.

21 BY MR. [REDACTED]

22 Q. This is [REDACTED] with IC Maritime. Captain Dardar,
23 do you know if either of the survivors that you guys picked up
24 contacted the owner of their vessel while they were -- after the
25 rescue?

1 A. I don't know whether they did or not. I was just
2 talking to the captain on the (indiscernible).

3 MR. ██████████ All right. That's all I have. Thank you.

4 CWO ██████████ Okay, that's all the follow-ups from this
5 end.

6 MR. BOWLING: Okay, thank you.

7 Captain Dardar bear with us please, I have a few follow-
8 up questions and then we'll turn the floor over to you.

9 BY MR. BOWLING:

10 Q. For the record you'd responded to the Coast Guard
11 question regarding the alcohol and drug testing, and I didn't get
12 the response on this end. Did you say you were aware of input in
13 that realm, or you had no awareness of that?

14 A. No, sir, I don't.

15 Q. Okay. Now a question related to the accident, and from
16 the deckhand's perspective or the master's perspective, what do
17 you recall the individuals telling you or other crew members about
18 their efforts to assist, you know, the deckhand that perished in
19 the water and the deckhand that we believe perished in the engine
20 room. Tell me what you recall those guys telling you about trying
21 to assist either of those individuals.

22 A. There was really nothing they could do, I guess, you
23 know. With the current we had, and then the guy trapped in the
24 engine room.

25 Q. Okay, did either of them express any remorse or regret

1 that they didn't or couldn't do more?

2 A. Yeah, the captain, the captain did.

3 Q. What do you recall the captain saying?

4 A. He start crying, and then said that he was sorry and
5 all, you know, that he was upset, you know, about it.

6 Q. Okay. Now when they were referring to the two
7 individuals on their vessel that deceased, were they describing
8 the individuals by name, by position, or nickname, or how were
9 they referring to the individuals?

10 A. No, they just told me that -- they never mentioned to me
11 their name or nothing like that.

12 Q. Okay, did they ever describe either victim to you?

13 A. Well, I heard him say it, but he wasn't talking to me,
14 he was talking to one of the deckhands or (indiscernible), I don't
15 remember.

16 Q. Yeah.

17 A. He said it one time. That's how -- that he said.

18 Q. What do you recall him saying to one of your deckhands?

19 A. Say that again?

20 Q. What do you recall hearing?

21 A. Oh, that was he was a little bit chubby, that's it, a
22 bit heavy.

23 Q. Okay. Did he describe heights, gender?

24 A. He didn't mention nothing about height, or nothing.

25 MR. BOWLING: Okay. All right, Captain, I think that's

1 it for the lines of questions from the Coast Guard and the party
2 in interest. If I'm incorrect, gentlemen, let me know. But other
3 than that, if not, we'll turn the floor over to Captain Dardar.

4 And, Captain, before we close up the interview we like
5 to offer the witness an opportunity to put on the record anything
6 we may have failed to ask you that, you know, you feel that you
7 need to get on the record that may help us find a cause or causal
8 events in this accident. Did we fail to ask you any questions or
9 anything you'd like to add?

10 MR. DARDAR: No, sir. I think you about covered it.

11 MR. BOWLING: Okay. Well, Captain, I know we all
12 appreciate your assistance with this regard. And bear with me
13 everyone, so I can secure the interview here.

14 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: COMMERCIAL FISHING VESSEL
CHRISTOPHER'S JOY CAPSIZING AND
SINKING IN THE GULF OF MEXICO
NEAR SOUTHWEST PASS, LOUISIANA
ON SEPTEMBER 23, 2014
Interview of Larry Dardar

DOCKET NUMBER: DCA-14-LM-020

PLACE:

DATE: October 9, 2014

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.

Keith J. Maurer
Transcriber