

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

\* \* \* \* \*

Telephonic Interview of: MELVIN HAKES

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]  
IC Maritime

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I N T E R V I E W

(10:42 a.m. ET)

1  
2  
3 MR. BOWLING: All right, we are -- the audio is rolling  
4 gentleman. This is Larry Bowling with the National Transportation  
5 Safety Board. It is October the 9th at 10:42 Eastern Time, 9:42  
6 Central Time. We'll be performing crew interviews from the  
7 offshore supply vessel, who was *Ms. Anna*. And I am participating  
8 telephonically. The interview is being digitally recorded for  
9 later transcription.

10 And on location in Louisiana with the Coast Guard, who  
11 will be present?

12 CWO [REDACTED] Chief Warrant Officer [REDACTED] from Morgan  
13 City Investigations Office.

14 MR. [REDACTED] [REDACTED] -- I'm sorry. [REDACTED]  
15 Morgan City Investigations.

16 LTJG [REDACTED] Lieutenant Junior Grade [REDACTED]  
17 Morgan City Investigations.

18 MR. [REDACTED] [REDACTED] [REDACTED] IC Maritime.

19 MR. HAKES: Melvin Hakes, Captain, Motor Vessel  
20 *Ms. Anna*.

21 MR. BOWLING: Okay, Captain, and just real quick again,  
22 you will be the witness today. You are aware the audio is going  
23 to be recorded for later transcription, correct?

24 MR. HAKES: That's no problem.

25 MR. BOWLING: Okay, thank you. And before we turn the

1 floor over to Chief Warrant Officer [REDACTED] to begin the questions.  
2 There was an industry party, and I'm sorry I interrupted you when  
3 you were stating your name and who you were with, please say  
4 again.

5 MR. [REDACTED] [REDACTED] [REDACTED]

6 MR. BOWLING: Okay, Mr. [REDACTED] --

7 MR. [REDACTED] I'm with IC --

8 MR. BOWLING: -- you're representing the P&I; is that  
9 correct?

10 MR. [REDACTED] The P&I, as well as the (indiscernible)  
11 machinery policy.

12 MR. BOWLING: Okay, thank you, thank you. All right.  
13 At this point then we'll turn the floor over to the Coast Guard  
14 for questions.

15 CWO [REDACTED] We can go now?

16 MR. BOWLING: Yeah, [REDACTED] go ahead and start your line of  
17 questions with the witness.

18 CWO [REDACTED] Yeah.

19 INTERVIEW OF MELVIN HAKES

20 BY CWO [REDACTED]

21 Q. This is [REDACTED] with the Coast Guard out of Morgan City  
22 speaking with Melvin. Melvin, how long have you been with this  
23 company?

24 A. Since 2008.

25 Q. 2008? How long have you been a master?

1 A. Fifteen years.

2 Q. Fifteen years? How long have you been in the industry  
3 itself?

4 A. Twenty-six years.

5 Q. Okay. Can you describe or paint a picture of your daily  
6 operations that particular day and how the events unfolded?

7 A. We were working the oil field, and it's a field with an  
8 oil platform in it. We run from platform to platform moving men,  
9 moving merchandise, product, oil, whatever.

10 And that day we had seen the boat there flipped over  
11 with two guys on it. We pulled the guys out of the water. And  
12 there was another guy in the boat, and they told me that another  
13 guy had drifted off, he couldn't make it to -- couldn't hold onto  
14 the boat.

15 And we stayed there with the boat until it sank, and  
16 then (indiscernible).

17 Q. At what time did the vessel sink?

18 A. 2000 hours.

19 Q. All right. And when the gentleman came on board did  
20 they, did you -- can you describe their overall condition?

21 A. Wore out. Wore out, wore out, yeah, dehydrated,  
22 scratches all over them from barnacles. We pulled up to the boat,  
23 and when we backed up, everybody jumped in the water and swam  
24 right to us. When I pulled one of them out the water, and then  
25 that man and my man pulled the other guy out the water.

1 Q. Okay. Did you ask any kind of identification? Did you  
2 ask --

3 A. No, because there was nothing on them, man. They were  
4 just -- one dude just had a pair of drawers on him, and then it  
5 was the other guy with a pair of cut-off jeans on.

6 Q. Okay. Did they describe the events on how they got to  
7 that status?

8 A. Yeah. Well, first we asked if they needed medical  
9 attention. They refused medical attention. So after that then,  
10 they calmed down a little bit. The one fellow was crying, he was  
11 the captain, he was crying and breaking down. And he kept telling  
12 me there was a man in the engine room, and he was talking to him  
13 through the hull. And we had got there, about 20 minutes had went  
14 by and he hadn't talked to him. We had dispatched the Coast Guard  
15 on the radio and on the telephone to come up. So that was all en  
16 route already when we first picked them up.

17 He told that he was -- I don't know too much about  
18 shrimp boats, but from what they said, the outriggers was down.  
19 The way the outriggers were, they weren't always straight out,  
20 they had -- they were in a V. And the current where we work at is  
21 probably about 3 or 4 knots; it's pretty fast. You're pulling a  
22 shrimp net, and I don't know about it too much, but I think, what,  
23 you got to flip around with it, that's probably why it flipped  
24 over. And, okay, I'd say, yeah, that's probably why they flipped  
25 over. I don't know (indiscernible), but he told the chain broke

1 on the outrigger, swung over. His deckhand or whoever was inside,  
2 they were all inside. The one deckhand went out the back door to  
3 see what the boom was. We said he was in the water up to his  
4 waist. He went back in the door to yell for everybody to get out  
5 of the boat.

6 One guy got out of the boat, came out the back door, and  
7 he went to go back out the back door was up to his chest. And  
8 then he slide down the boat, and the other guy got out with him,  
9 and one guy was still in there. The captain was in the front, he  
10 told me, while all this was going on, the windows blew out and he  
11 held onto a chair when the water was coming in, and when it all  
12 equalized he opened up the door and went out the door.

13 The one fellow got sucked into the engine room from the  
14 pressure, supposedly. The guy that was in the void, he supposedly  
15 got sucked in. When we got there -- we don't know, we didn't see  
16 none of that. When we got there it was two guys standing on the  
17 boat --

18 Q. Right.

19 A. -- and it was sinking. All that was left was the stern  
20 out of the water. All of this -- I'm just saying what they told  
21 me now.

22 Q. Right.

23 A. We didn't see none of this. All we seen was a boat  
24 flipped over, these two guys on it in distress, pulled them out  
25 the water.



1           They said one guy -- it was three guys altogether when  
2 they was floating. The current is so hard going around the boat  
3 they said it was hard to hold onto the boat. They grabbed onto  
4 the bottom of the boat and pulled up on the boat, that's how they  
5 got all the scratches all over them from the barnacles. The one  
6 guy couldn't swim that good, so when he got close to one of the  
7 platforms he tried to go to the platform. They said -- he told  
8 me, he went under, came up, went under, came up, went under and  
9 never came back up. That's where the other guy went. But there  
10 was still the guy in the void that they were talking to for a  
11 while.

12           We didn't catch them right when they flipped over, they  
13 had been floating probably for about 2 hours.

14           Q.    Okay.

15           A.    There was nothing really we could do. I mean, the Coast  
16 Guard, when they got there, my man wanted to get in the water and  
17 try to skip under there, but their nets was everywhere in the  
18 water. I didn't even want to get close to it. You know, if I  
19 touched the boat it probably would've sank the boat and, you know,  
20 I didn't want to do that.

21           So when the Coast Guard got there with a chopper, with a  
22 helo, they dropped him on there and he banged on it to try see if  
23 the man was alive. Probably 15 minutes he banged on it, banged on  
24 it, and then he got back on and they left. You know, I think if  
25 they even went under and opened up the void, the boat would have

1 went down and you would have killed two men instead of one. I  
2 don't know how all that plays out with the Coast Guard, you know,  
3 what they do to -- protocol they got to follow. But there was  
4 nothing we could do to help.

5 Q. Okay.

6 A. And within the hour everybody was on sync with the helo,  
7 the small boat, we were all looking for the guy in the water. He  
8 had probably in the water for about 3 hours without a life raft  
9 and it was a pretty bad current. If you can't swim real good in  
10 that --

11 Q. All right. You mentioned the nets and debris in the  
12 water. In that debris, did you see any flotation devices, did you  
13 see a raft, or anything, any lifesaving --

14 A. The only thing they pulled out of all that debris was an  
15 ice chest and a EPIRB. I figured the man would have wanted them  
16 back, but right after that the boat down. But that's as close as  
17 we could to pull up stuff that was floating around. No life  
18 vests, nobody had a life vest on.

19 Q. Was that ice chest locked down or was it just open?

20 A. It was floating, it was floating in the water. Yeah, it  
21 was (indiscernible) --

22 Q. Were there any contents in it?

23 A. (Indiscernible) missing a lid.

24 CWO. [REDACTED]: Larry, that's all I have. I'm going to pass  
25 it to [REDACTED], [REDACTED] from MSU Morgan City.

1 MR. BOWLING: Okay, thank you.

2 BY LTJG. [REDACTED]:

3 Q. Yeah, [REDACTED] from Morgan City.

4 Captain, could you give a brief description of the two  
5 people that you picked up?

6 A. Both of them had tattoos. One fellow had tattoos all  
7 over him. The other fellow had a dark tan. They both looked like  
8 they were in pretty good shape. You know, (indiscernible) but  
9 that's probably what kept them from dying.

10 Q. Do you have a description of any of the tattoos that you  
11 remember?

12 A. Just that we had a lot of stuff going on right at that  
13 time like, you know, (indiscernible).

14 Q. What about -- did he give you any name?

15 A. Yeah, I got it wrote down in my log. I got it wrote  
16 down in the logbook (indiscernible).

17 Q. Can we have a look at that (indiscernible) --

18 A. Yeah, all their names.

19 Q. Okay.

20 A. They gave me phone numbers of people to call. The one  
21 fellow was breaking down bad, man. He was like I didn't never  
22 kill nobody, and then about 10 minutes later he'd break down  
23 again. I kept telling him, man, we was off our platform, you want  
24 to go in, you need to go in? The Coast Guard boat that was out  
25 there -- it was start getting rough, probably like 4 foot, 6 foot,

1 and they're out there in like a little 40-foot dingy, man,  
2 banging, so they had to go in. They went in. They told us keep  
3 him on the boat for the night. I said, cool, man, whatever you  
4 all want; it'll be all right.

5 And the next day they brought them in. The guy had  
6 tans, tattoos, he was muscular. No life vests, stupid.

7 BY MR. ██████████

8 Q. What was the weather like captain? This is ██████████  
9 of the Coast Guard. What was the weather like that day, Captain?

10 A. The seas 2 to 3 foot maybe.

11 Q. And how about sunny or?

12 A. Oh, beautiful day.

13 Q. How did you find out about them on the boat? Did you  
14 guys see them?

15 A. Yeah, we got called by the platform to go check out  
16 something that was floating in the water by one of their  
17 platforms. And we were en route to another platform, so we turned  
18 around -- we were about half way, we turned around and went back  
19 to do it. That's when we pulled up on them.

20 We couldn't figure out what it was. It looked like --  
21 the way the boat was with the keel and all that, it looked  
22 somebody -- like a mast, like a pole, like a flag on the back of  
23 it. But it was two -- one guy standing up there. And when we got  
24 up there, the other guy came around the side and they both jumped  
25 in the water. I thought they went under the boat when we pulled

1 up because I heard him get off (indiscernible).

2 Q. Did you say the captain between sobs said something  
3 about I never killed anybody before?

4 A. Yeah, he never lost nobody. He never lost him and it  
5 hit him like dodge and he felt bad.

6 Q. Okay. So (indiscernible) he didn't use the word kill?

7 A. No, no, you know, lost a man, never lost nobody. He was  
8 the captain on the shrimp boat.

9 Q. How long have you been working in that area?

10 A. How long have I been working right there?

11 Q. How long was your vessel working in that area?

12 A. Three or 4 years.

13 Q. Three to 4 years? Is that a normal area where shrimp  
14 boats -- do you see a lot of shrimp boats in that area?

15 A. Yeah, that particular time there was a lot of shrimp  
16 boats. They were killing them out there, man. They were getting  
17 a lot of shrimp, so they were parked everywhere out there.  
18 (indiscernible) shrimp boats, they were making a good shrimp pick.

19 Q. Were you the only one talking to them when they --

20 A. No. Man, my whole crew talked to them.

21 Q. The whole crew talked to him?

22 A. Yes.

23 Q. All at once or separately or?

24 A. They moved around the boat. We were trying to pay  
25 attention to the guy who hadn't come out, we were watching that.

1 And the other captain was in the wheelhouse and we got to talking  
2 with him on another radio trying to get help from another boat to  
3 move under there, go under there and do their whole thing and save  
4 the guy. That was on --

5 Q. That was the people you rescued --

6 A. Yes, sir.

7 Q. -- was going under there?

8 A. They had another shrimp boat coming up with a hose, I  
9 guess an air hose. I'm not privy to stuff they do, but he was  
10 going in with an air hose to rescue the guy.

11 Q. And the guy who you just saved was going to do that?

12 A. Roger.

13 MR. [REDACTED] I don't have anything else, thank you.

14 MR. BOWLING: Okay.

15 CWO [REDACTED] I just need you to introduce yourself.

16 BY MR. [REDACTED]

17 Q. Oh, this is [REDACTED] [REDACTED] with IC Maritime.

18 Captain, in case we need to contact you in the future,  
19 can I get your home mailing address?

20 A. Yeah, [REDACTED].

21 Q. Where is that?

22 A. [REDACTED]).

23 Q. What's that zip code?

24 A. [REDACTED]--

25 Q. You got a home phone number?

1           A.    I got a cell phone, [REDACTED]. You can get a hold of  
2 me there.

3           Q.    All right. Now you said the weather that day was sunny?

4           A.    Beautiful.

5           Q.    Clear?

6           A.    Beautiful.

7           Q.    Seas were 2 to 3 feet? And how fast did you say the  
8 current was running?

9           A.    Three or 4 knots, 4 knots (indiscernible).

10          Q.    Which platform was it that contacted you about this?

11          A.    Cell pad 57-Bravo.

12          Q.    Who runs that?

13          A.    Energy XXI.

14          Q.    Do you know who the radio operator is on that rig?

15          A.    I don't know who called Larry. Larry would be able to  
16 tell you who called him.

17          Q.    Who's Larry?

18          A.    The (indiscernible) captain.

19          Q.    Okay.

20          A.    He was up in the wheelhouse at the time. Yeah, the  
21 deckhand woke everybody up. When we turned around we couldn't  
22 recognize what it was with the binoculars, so he woke everybody on  
23 the boat up, so we all --

24          Q.    What time were you guys notified about this?

25          A.    I got it all in my log. I think it was 3:30. I wrote

1 all that down in my log, every little --

2 Q. I'm sure. Approximately from the time you were notified  
3 to the time you were out there on scene, how long was it?

4 A. Half hour.

5 Q. You see any flares or anything like that, a distress  
6 signal?

7 A. No, they didn't have time to do it. The boat -- that  
8 boat was flipped over. They never had a mayday call. Two hours  
9 -- well, it was about 3 hours after we (indiscernible) it went  
10 down.

11 Q. All right, and you said they stayed on the vessel, on  
12 your vessel over night?

13 A. They stayed on our boat overnight. And a little while  
14 most of our boat couldn't (indiscernible).

15 Q. Yeah.

16 A. I thought they would take them in, man. I didn't let  
17 them get off the boat. I thought they were going to get on a  
18 shrimper, but I didn't want them to get off, man. Because in our  
19 rules you don't get off no boat like that.

20 Q. What was it like that night once things settled down?

21 A. Says they couldn't sleep.

22 Q. Couldn't sleep?

23 A. Kept telling me they hear the man's voices in their  
24 head. The man yelling, I got diesel on me, I got oil, I can't see  
25 to get out of here. From what I understand, it was like their



1 first time on a boat, the other two guys. And the engine room,  
2 when you flip over in an engine room you got the engine on top of  
3 your head.

4 Q. Right.

5 A. So you would actually have to -- to go through the crawl  
6 hole that comes through the ceiling, to begin with, you'd have to  
7 go down underneath the water and come back out the other side.

8 Q. Right.

9 A. It's probably pretty hard if you've never been on a boat  
10 before, but that's all he could tell -- the one guy kept saying  
11 that, the captain, it would have been the captain. The deckhand  
12 told me stories about when his dad -- his dad died on a shrimp,  
13 half his family died on a shrimp boat due to different injuries  
14 and stuff.

15 MR. [REDACTED] I think that's all I've got.

16 CWO [REDACTED] Okay. Larry, I believe you're the last one,  
17 if you want to go ahead and ask a few questions if you have some.

18 MR. BOWLING: All right, thank you.

19 BY MR. BOWLING:

20 Q. And, Captain, this is Larry Bowling again with the NTSB.  
21 I'm performing the interview telephonically from an office down in  
22 Florida. Just for the record, can you give me a little bit about  
23 your background and what current mariner credential you hold?

24 A. 100 Ton Near Coastal, that's my license. Background,  
25 I've worked on a river, worked along the Gulf, 26 years.

1 Q. Okay, thank you. How is your vessel laid out from a  
2 standpoint of navigation equipment? What I'm looking for is, are  
3 you outfitted with ECS, ECDIS? I'm kind of looking for the bridge  
4 layout on the *Ms. Anna*?

5 A. Radar, compass, GPS, and two throttles and a steering  
6 wheel.

7 Q. Okay. Now, when you first saw the individuals on the  
8 hull of the vessel, did you hit man overboard positions or do any  
9 other type of documentation on your electronics?

10 A. No. No, I went right to them.

11 Q. Okay. What about the crew, with regard to your crew,  
12 did anybody that you're aware of take any photographs using their  
13 cell phones or cameras that may have been aboard the vessel or  
14 anything to that affect?

15 A. Um-hum. Yeah, we did.

16 Q. And do you know who took the photos and where they're at  
17 in this present time?

18 A. All of us took photos.

19 Q. Okay. I don't know if the Coast Guard has requested  
20 those, but at least from the NTSB standpoint, I'd like to request  
21 those from you and your crew members, whenever you get a chance,  
22 to get them on a CD or some other form to get them to the  
23 investigators here so we can use them for the case file, if that's  
24 okay?

25 A. Um-hum. No problem.

1 Q. All right. Now you had mention some recovery of debris,  
2 some flotsam from the accident, specifically the EPIRB. Tell me  
3 about the recovery of that EPIRB?

4 A. It's pretty hard. You can barely see the little light  
5 flashing in the water, but we had seen it off in the distance  
6 about 7:30. It was right at -- when when the sun was going down  
7 so it was pretty hard to see. We went over there and we scooped  
8 it up out of the water and we gave it back to the man to give it  
9 back to his boss.

10 Q. Okay, and do you know if that -- besides the visual  
11 signal on that EPIRB, which is the flashing light, do you know if  
12 that EPIRB was transmitting? Were you getting any indications on  
13 the *Ms. Anna*?

14 A. No. We don't have that to indicate that, but yeah, it  
15 was the visual. The visual is what it was.

16 Q. Okay. Through the line of the Coast Guard questioning  
17 you had mentioned the position of outriggers and so forth, and I  
18 -- did you get that from one of the two crew members or is it  
19 based on experience in the shrimping industry yourself?

20 A. I ain't never been in the shrimping industry, but I know  
21 they got nets all over them. And when it flipped upside down, I'm  
22 pretty sure they're all over in the water around them.

23 Q. Okay. Now but -- and again, bad question on my part. I  
24 apologize. You were describing the scenario that led up to the  
25 accident, and that was more where the question was directed. Did

1 you hear that from one the two crew members directly or was it  
2 something that you heard from a crew member, you know, one of your  
3 crew members? How did you come to that story or that information?

4 A. I heard it from the captain of the shrimp boat.

5 Q. Okay. So, and again, take -- if you need some to go  
6 back and -- what I'm looking for is hopefully some recollection of  
7 exact words and speeds and terminology he used. So can you walk  
8 me back through that again, please?

9 A. The current was 3 knots. His terminology?

10 Q. Yeah, just the way you heard it --

11 A. Outrigger?

12 Q. -- the way you heard it from him.

13 A. The outriggers was set too high, they weren't straight  
14 out. So when they made their turn, it helped the outrigger to  
15 come over, break the safety chain, and it go over on the other  
16 outrigger and flipped the boat. That's how he explained it to me.

17 Q. Okay. And did --

18 A. In a matter of seconds.

19 Q. Did he ever indicate any interaction between him and the  
20 other survivor regarding the maneuvers of the fishing vessel prior  
21 to the accident, such as speeds or positions of the outriggers or  
22 anything to that effect?

23 A. No, the deckhand told me he heard a boom, that's what  
24 made him go out the back door to see what it was. And then the  
25 captain was running the boat the whole time, so I don't think he

1 went out the back door to check it out. He said he was holding on  
2 a chair when the boat flipped over. But the deckhand did go out  
3 the backdoor when he heard the boom. Said he stuck his head back  
4 in the door and tell everybody to get out the boat. And when he  
5 went back out the door, he slid down the boat because it was  
6 turned sideways, and the water was up to his waist.

7 Q. Okay.

8 A. And that's how they told me. That's what the deckhand  
9 told me. The captain didn't tell me what happened back there  
10 because he was in the front in the wheelhouse. He told me he was  
11 doing to save his life.

12 Q. Okay. Now the radio communications, you indicated that  
13 either one or both of the individuals that you recovered were  
14 using your VHF radio to coordinate at least some rescue attempts  
15 or some assistance from another shrimp boat. Do you recall the  
16 name of that vessel, and if so, can you tell? And then can you  
17 walk me through, again, what you recall with those radio  
18 interactions with the nearby shrimping vessels?

19 A. The other captain will be able to tell more about that,  
20 but I know a little bit. He switched the channel over and he told  
21 them all what happened with the other shrimp boat. And the other  
22 shrimp boat came to him to assist them with a hose to try to get  
23 underneath the boat to hopefully get the man out from the engine  
24 room. But I got pictures of that boat too. Yeah, you can get the  
25 name off the boat and everything.

1 Q. Okay, thank you. I think one of my final questions, let  
2 me look here at my notes. Bear with me one second.

3 The medical attention. I recall, I think it was during  
4 the Coast Guard line of questioning, that you had either offered  
5 up or solicited the need from the two individuals recovered if  
6 they needed medical attention. Can you go back through that area  
7 one more time for me again?

8 A. Yeah, I asked them if they needed medical attention a  
9 couple of times. The platform asked me to ask them if they needed  
10 medical attention. They didn't want medical attention. They had  
11 a lot of scrapes on them from the barnacles. I didn't see no  
12 bruise, no nothing, no big wounds. It's just scratches from the  
13 barnacles.

14 Q. Okay. Did either individual express to you why they  
15 didn't want medical attention for any reason?

16 A. No, sir.

17 Q. Okay. And my final question, did either you or any of  
18 your crew members allow or provide a cellular telephone to either  
19 individual for use to contact relatives, Coast Guard, or anyone  
20 else?

21 A. Correct. We let them use our phones to call whoever  
22 they wanted to call. I didn't really listen to what their  
23 conversation was. I gave them clothes, shoes -- we gave them  
24 clothes, jeans and shoes, cigarettes, whatever they wanted, man --

25 Q. Okay.

1 A. -- they could have.

2 Q. Now, did they use your personal cell phone or the  
3 company's, the vessel's cell phone?

4 A. One of the deckhand's cell phone.

5 Q. Okay, and when you say one of the deckhands, which one  
6 was that?

7 A. I think Rob Barlow.

8 MR. BOWLING: Okay. All right, that's all I have.  
9 Captain Mel, I appreciate it.

10 Coast Guard we'll turn the floor over to you for a  
11 second round of direct and follow-up.

12 CWO. [REDACTED] Okay, I think Mr. [REDACTED] has a few follow-  
13 up items.

14 MR. BOWLING: Okay.

15 BY MR. [REDACTED]

16 Q. Captain, this is [REDACTED] [REDACTED] with IC Maritime.

17 I wanted to just follow up on one thing. You said the  
18 captain said the outriggers were set too high?

19 A. Yeah, he told me he had told his boss they were up too  
20 high. And I asked him why -- I said why do they put them like  
21 that? It's easier for them to walk out and pick stuff, walk about  
22 the (indiscernible), but you want them down like this so when  
23 you're rocking, you know, you're not going to be top heavy. It's  
24 top heavy already.

25 Q. Right.

1           A.    That's all I can say.  I never worked on them.  I seen  
2 the layout though.

3           Q.    Yeah.

4           A.    And he said they were up like this, and he told his boss  
5 to fix it.  But when he made that turn with all the shrimp  
6 dragging behind and that current, that hard current pushing like  
7 that, when they're like that, it was putting a lot of  
8 (indiscernible) on the chain.  There was supposed to be a chain  
9 holding right here.  He said that's what broke.  I mean, it broke,  
10 it flipped over, and it went on the other side of the  
11 (indiscernible).

12          Q.    And you didn't have any opportunity to observe this  
13 vessel before this incident?

14          A.    No, sir.

15          Q.    Okay.

16          A.    When we got to it, it was capsized and two men standing  
17 on it -- or one man standing on it, one man on the side.  But we  
18 pulled two men out of the water.

19          Q.    All right.  Thank you.

20                   BY MR. ██████████

21          Q.    Captain, this is ██████████ with the Coast Guard again.  
22 You said that everybody took pictures.  Do you know if anybody got  
23 pictures of the two survivors?

24          A.    I have pictures of one of the survivors on my phone, but  
25 I don't know what other people --



1 Q. Well, we'll ask them when we talk to them. The other  
2 question I got, what's the easiest way for you get those pictures  
3 to us? E-mail, or?

4 A. Yeah, e-mail or g-mail, whatever the vessel stuff --

5 Q. Okay.

6 A. We got a video too.

7 Q. We'll make sure you get a good e-mail address for us.

8 A. Sure. I'll e-mail them, give them to you, whatever you  
9 need.

10 MR. [REDACTED] Okay. I don't have any more questions.

11 [REDACTED] anything?

12 LTJG [REDACTED] No.

13 CWO [REDACTED] All right, this is [REDACTED] with the Coast  
14 Guard, Morgan City. I have nothing else. I don't believe anybody  
15 else here has anything else. Larry, if you don't have anything, I  
16 think we can end this one.

17 MR. BOWLING: Yeah, I would suggest that we offer up the  
18 floor to the captain.

19 And Captain, have we failed to ask you anything that you  
20 feel may help us bring closure on this accident? Because what,  
21 you know, the Coast Guard's mission and my mission primarily --  
22 well, my only mission is to prevent a reoccurrence of this  
23 incident. So have we left any questions out that -- or any other  
24 thing you'd like to put on the record?

25 MR. HAKES: No, sir. You asked me all the questions you

1 need to ask me. That's pretty much all we know about it. My men  
2 should answer pretty much the same as me. Like I said, we were  
3 all in a rescue mode, so when them guys got on the boat and they  
4 was all right, we were trying to rescue the guy that was in the  
5 boat and we were assisting the Coast Guard in the rescue for the  
6 other guy that was in the water. So the story is probably going  
7 to be all the same, but that's what happened.

8 MR. BOWLING: Okay. Well, I appreciate it, and at this  
9 point then if everybody's in agreement, we'll secure the digital  
10 recording and close the interview out.

11 CWO [REDACTED] That sounds great on this end.

12 MR. BOWLING: All right, bear with me one second.

13 (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 Melvin Hakes

DOCKET NUMBER:           DCA-14-LM-020

PLACE:                   Galliano, LA

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.

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Keith J. Maurer  
Transcriber