

### WHEEL WATCH DUTY

1. Know where you are and where you are going.
2. Check engine room as soon as you get on watch and every hour on the hour.
  - A. Check all gauges on Mains.
  - B. Check all gauges on Auxilary
  - C. Check Electric Panel for correct volts and cycles.
  - D. Check Bilge level.
  - E. Check for fire and smoke.
  - F. Check Crab Pump Room Bilge and Pumps are rotating if they should be.
  - G. Be sure watertight doors are closed and dogged.
  - H. Centrifuge for fuel and be sure it is running.
3. Monitor 4125.0 on SSB and 6 and 16 on VHF unless otherwise instructed by Captain.
4. Wake Captain if:
  - A. Boats or obstacles get within 3 miles and on a collision course.
  - B. Any calls to "Silent Lady" or if any Mayday's.
  - C. Anything in Engine Room is unusual.
  - D. Boat has list or water on deck.
  - E. Pots or deck load is shifting.
  - F. Any questions about course or location.
5. At night have careful radar watch and be sure running lights are on, also be sure to turn sodium lights off 3 to 4 miles from other boats.
6. Remember everyone's life on board is in your hands.

**SUPPLEMENTAL RESPONSE TO SUBPOENA:** See Supplemental Exhibit 13 (Pages 360-363).

**14. Information on the naval architects who conducted stability tests/reports.**

**RESPONSE TO SUBPOENA:** Regarding Mr. Etsell, please see the attached email (Exhibit 14, page 248). The information concerning Gisli Olafsson who performed the January 20, 2013, stability update is contained on his letter.

**15. Company policy, safety management systems, standing orders**

**RESPONSE TO SUBPOENA:** Please see the wheelhouse watch duty posting taken from another vessel owned by Mr. Wilson. Also, please see the safety meeting notes from December 30, 2016, and October 10, 2016, attached hereto as Exhibit 15 (pages 249-251).

**16. Machinery/equipment preventive maintenance program**

**RESPONSE TO SUBPOENA:** The vessel called in Seattle for a shipyard visit every other year (typically in the odd numbered years). At that time any and all items needing maintenance or repair were attended to. In addition, if the Captain and/or Engineer called to the attention of the owner any machinery or equipment needing repair, that was tended to at the time.

**RESPONSE TO SUBPOENA:** Heavy weather and ice policies and procedures are very much a dynamic process dealt with by the Captain of the vessel as the situation warranted. There were aboard the DESTINATION nylon head sledgehammers which were used for ice removal.

**18. Drug and alcohol policy for the vessel and company**

**RESPONSE TO SUBPOENA:** Please see the employment contracts for the crewmembers containing the drug policy (Exhibit 18, pages 252-257)). The alcohol policy was verbal and similar in that no alcohol was allowed on board.

**Operations/Fishing**

**19. Operational schedule covering February 2016 to the sinking, or a general description of the vessel's operating schedule**

**RESPONSE TO SUBPOENA:** Please see Exhibit 19 (page 258) which contains the operating schedule of the vessel and crew aboard from January 2016 until the sinking.

**20. Operations week prior to sinking and intended operations of planned voyage**