

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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GROUNDING/STRANDING OF THE FISH

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TENDER BARGE SM-3 IN NUSHAGAK BAY

*

Accident No.: DCA20FM027

NEAR EKUK, ALASKA, ON AUGUST 30, 2020

*

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Interview of: PETER RAY JACKSON, Deckhand
SM-3, Northline Seafoods

Via telephone

Thursday,
September 17, 2020

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Mr. Peter R. Jackson, Deckhand/Processor, SM-3

TAKEN ON

September 17, 2020

PAGE NUMBER	LINE NUMBER	CURRENT WORDING	CORRECTED WORDING

If, to the best of your knowledge, no corrections are needed kindly circle the statement “no corrections needed” and initial in the space provided.

NO CORRECTIONS NEED. _____
Initials

Printed Name of Person providing the above information

Signature of Person providing the above information

Date

From: [Furukawa Robert](#)
To: [REDACTED]
Subject: Mr. Peter R. Jackson, Deckhand/Processor, SM-3: Interview Transcript, Transcript Errata, and Non-Disclosure Agreement
Date: Friday, October 16, 2020 3:20:00 PM
Attachments: [DCA20FM027 Jackson.pdf](#)
[Transcript Errata-SecondPage-SM-3-grounding-stranding-DCA20FM027.docx](#)
[TranscriptErrataNdaLtr4Email-SM-3-grounding-stranding-DCA20FM027.docx](#)

NTSB INVESTIGATIVE INFORMATION / [REDACTED]

National Transportation Safety Board
Office of Marine Safety

October 16, 2020

Dear **Mr. Peter R. Jackson**,

The enclosed transcript of your interview on **September 17, 2020** is provided for your review and comment to ensure its accuracy. It is not for public release. Please destroy the transcript after providing your comments.

The transcript is investigative information of the National Transportation Safety Board (NTSB) created as part of the NTSB's investigation into the **Grounding/Stranding of the Fish Tender Barge SM-3 in Nushagak Bay near Ekuk, Alaska, on August 30, 2020 (DCA20FM027)**.

NTSB regulations prohibit the public release of investigative information prior to release by the NTSB without the permission of the NTSB Investigator in Charge (IIC). See 49 C.F.R. § 831.13(b). The IIC has not approved public release of this information at this time. Therefore, we request that you refrain from any further dissemination of this transcript.

Please provide your comments or corrections to the transcript by email:

[REDACTED] If you have any questions, you may contact me by email or phone:

Comments must be returned no later than **October 26, 2020**. Requests for an extension of this deadline must be in writing and received prior to the due date. If comments are not received by the due date, we will consider the transcript to be final without comment.

Thank you in advance for your attention to this matter.

R. Jon Furukawa
Senior Marine Accident Investigator
National Transportation Safety Board
Office of Marine Safety
490 L'Enfant Plaza, SW
Washington, DC 20594-2000

APPEARANCES:

██████████ Investigating Officer
U.S. Coast Guard

R. JON FURUKAWA, Investigator in Charge
National Transportation Safety Board

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I N T E R V I E W

(3:05 p.m.)

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2
3 MR. FURUKAWA: Okay. The time is 1505 on Thursday the 17th
4 of September 2020, and it's 1505 Eastern Daylight Time. We're
5 here to interview Mr. Peter Ray Jackson, the deckhand on the fish
6 tender barge *SM-1*. This is Jon Furukawa with the --

7 (Simultaneous speaking.)

8 CWO [REDACTED] *SM-3*.

9 MR. FURUKAWA: -- Coast Guard. And let's see, Peter, so you
10 consent -- you acknowledge that this interview is being recorded?

11 MR. JACKSON: Yes, sir.

12 MR. FURUKAWA: Okay. And, [REDACTED] -- well, this interview's --
13 well, the investigation's being led by the Coast Guard. So,
14 [REDACTED] why don't you go ahead and take it away?

15 CWO [REDACTED] Okay. I don't know if you caught it, but for
16 clarification, this is fish tender barge *SM-3*.

17 MR. FURUKAWA: Fish processor barge *SM-3*? Okay.

18 CWO [REDACTED] Correct.

19 MR. FURUKAWA: Okay.

20 CWO [REDACTED] So, Peter, my name's [REDACTED] [REDACTED] I'm with
21 the Sector Anchorage Office for the Coast Guard, and we're
22 conducting this investigation with NTSB. The primary purpose is
23 to find out why this happened, and in all likelihood, if it's
24 possible, make recommendations to keep it from happening again.
25 So we're talking to everybody within the Northline Seafoods

1 company, both onshore and especially those of you like yourself
2 that were onboard the night of the storm of August 30th.

3 INTERVIEW OF PETER RAY JACKSON

4 BY CWO [REDACTED]

5 Q. So with that, let's start at the beginning. And how much
6 time in the fishing industry do you have?

7 A. I've worked out on the ocean before, but it's been about 8
8 years, and Northline Seafoods was the first company I've worked
9 for out in the ocean in quite some time. I have fairly good
10 experience being a deckhand and, you know, LTM mechanisms. My
11 last job I had, back in my hometown, I worked in a (indiscernible)
12 mechanism. And one of the barges that (indiscernible) had called
13 the *Seamount*, and that's the boat I was a deckhand on.

14 MR. FURUKAWA: Hey, Peter, you're going to have to, if you
15 can, speak clearer. If you can talk into the -- if you're using
16 the speaker, maybe turn off the speaker and speak a little clearer
17 into the phone.

18 MR. JACKSON: Okay. I can do that.

19 MR. FURUKAWA: So I heard 8 years in the fishing industry?

20 MR. JACKSON: It's been about 8 years since, you know, I've
21 been out in the ocean, but I have, I would say, 5 years
22 experience.

23 MR. FURUKAWA: So 8 years out in the ocean and 5 years in the
24 fishing industry?

25 MR. JACKSON: Yes.

1 MR. FURUKAWA: Okay.

2 BY CWO [REDACTED]

3 Q. Okay. Then so the LTM you said you were operating or
4 deckhand on was *Seamount*?

5 A. *Seamount*.

6 Q. *Seamount*, okay. And that's also a Northline vessel?

7 A. Yes, it is.

8 Q. Okay. All right. So we got your experience down. When did
9 you -- do you recall when you hired on with Northline?

10 A. This spring. This June, I think it was. We had to go and
11 wait out the quarantine over there in Cooper Landing for a couple
12 weeks before anybody was flown out to the Bristol Bay area.

13 Q. Okay. All right. So you were hired -- and this was your
14 first year with Northline?

15 A. Yes, it is.

16 Q. Okay. So you were hired on in June with the quarantine in
17 Cooper Landing. That was for 14 days?

18 A. Yeah.

19 Q. No problems with that?

20 A. No.

21 Q. Okay, and then you -- how did you get from Cooper Landing to
22 Bristol Bay?

23 A. Well, we were taking a shuttle bus from Cooper Landing to
24 Kenai, and we flew out from Kenai to Ekuik.

25 Q. Okay.

1 A. I never know if I'm saying that place right.

2 Q. I think that's how you say it.

3 A. Okay.

4 Q. Okay, so then you get to Ekuk. That's how I'm going to say
5 it today.

6 A. Yeah.

7 Q. Then where'd you go?

8 A. Well, there was the *Seamount*, the LTM I was a deckhand on.
9 Pat Glaab and a couple others came in, picked us up on the 80-foot
10 LTM they have out there, the *Seamount*, that came and picked us up
11 and brought us out to the *SM-3*.

12 Q. Okay. So your primary duty was to be the deckhand on
13 *Seamount* or on *SM-3* or both?

14 A. Pretty much both.

15 Q. Okay. So what exactly as a deckhand did you do? First, on
16 *SM-3*?

17 A. Well, I did pretty much whatever they needed me to do. Keep
18 an eye on things and make sure everything's running right.

19 Q. Okay. So was it only deckhand duties? Or did you also do
20 processing or --

21 A. I did processing as well.

22 Q. Okay. All right. So as a fish tender, when fishing vessels
23 came alongside, were you the primary person to interact with those
24 fishing vessels then as a deckhand?

25 A. No. Huh-uh.

1 Q. Okay. Who would do that?

2 A. They have a couple crews that would do that. There's -- they
3 have -- well, it's a byline is what they call it there. And there
4 was always about maybe five to six people on every other crew
5 would -- I think it was Rosie Penok (ph.) and David Miller that
6 were running the two crews.

7 Q. Okay, so primarily the people in the byline would engage with
8 the other fishing vessels, and you'd focus solely on just the *SM-3*
9 or *Seamount*? That's all?

10 A. Yes.

11 Q. Okay. All right. So on *Seamount*, what did you do on there?
12 Did you operate the vessel at all, or you were just primarily a
13 deckhand?

14 A. There'd be times I'd relieve my captain.

15 Q. Okay. So you did get some wheel time?

16 A. Yes.

17 Q. Okay.

18 A. Sometimes my captain would be tired or need to relieve
19 themselves, or I'd do some wheel watching, need some wheel time,
20 and -- but --

21 Q. Where does *Seamount* primarily home port?

22 A. What was the question?

23 Q. *Seamount* home port, is it Dillingham or was it Naknek?

24 A. No. This whole company is based out of Sitka.

25 Q. Okay.

1 A. Or Washington?

2 Q. Let me rephrase that. So when you're on the *SM-3*, where
3 would *Seamount* be?

4 A. They would be right alongside the *SM-3*.

5 Q. Oh, okay.

6 A. We needed *Seamount* to make trips over there to Dillingham,
7 pick up supplies, pick up parts, pick up fuel. They would do
8 anything. I mean, we were pretty much (indiscernible).

9 Q. Okay. All right. On a typical day, how many crew were on
10 *Seamount*?

11 A. Well, for a while, there was only like three of us, and then
12 after a while, we got another person on board. And after that,
13 when we finally fired the fish processor, then the crew dropped
14 down. It was just two of us for a little while, and then towards
15 the end there, it was -- it varied. Sometimes it was me and three
16 others or me and two others.

17 Q. Okay. You, yourself, you hold a license issued by the Coast
18 Guard?

19 A. I don't think so.

20 Q. Okay. It was on the passport, if you had one. It's red.

21 A. I don't think so.

22 Q. Okay. That's fine. Just asking.

23 A. Is that bad, or --

24 Q. No, I'm just asking for -- again, your level of experience,
25 that kind of thing. So for -- just for your general knowledge, if

1 the vessel that you're operating, because you said you did some
2 wheel time, you don't even have to have a license to operate a
3 vessel in the fishing industry if it's under 200 gross tons. And
4 an 80-something foot landing craft is most likely -- I mean,
5 without looking at its record, I would think it's under that gross
6 tonnage. So no, you're good.

7 A. Okay. I was just -- okay. Thank you.

8 Q. Nope, just asking general questions so we can, you know, get
9 an idea. You were there and we weren't, so we've just got to get
10 a nice, clear picture painted. So that's what we're doing is
11 painting that picture.

12 A. Okay.

13 Q. Okay. So now we're -- it's summertime, say in June, and
14 you're out on *SM-3*. Things are going well, and now it's the end
15 of the season and things are winding down, but the barge, the
16 processing barge, is still connected to the holding barge. We're
17 in about that phase of the summer. Do you recall when the two
18 barges were separated?

19 A. Yes.

20 Q. Okay. About when? Was it the end of August?

21 A. Yes.

22 Q. Okay. Were you involved in that operation?

23 A. Yes, I was.

24 Q. Okay. How involved were you? Can you kind of detail what
25 you did?

1 A. Well, we were mostly -- us on the team, we were mostly
2 assisting the (indiscernible) another -- it was like a trolling
3 barge. But we were just standing by just in case she needed our
4 help. I mean, a holding barge is a fairly big barge and pretty
5 heavy, and we had to -- we were helping with steering pretty much.
6 And sometimes we'd tie up to the holding barges and help the --
7 help them make that (indiscernible) turn toward our starboard.

8 Q. Okay. Who actually made the connections of the chain from
9 off of the mooring ball to -- because initially I think the
10 mooring ball was connected to the head of the holding barge, and
11 SM-3 was connected to the stern of the holding barge; is that
12 correct?

13 A. Yes.

14 Q. Okay, so once they were separated, who was actually doing the
15 connections on the mooring buoy? Was it the crew from *Miss*
16 *Rebecca* or the crew from *Seamount*?

17 A. I believe it was Pat Glaab.

18 Q. Okay.

19 A. The main barge pretty much (indiscernible).

20 Q. Okay. And which vessel was he on? Or was he on the barge?

21 A. He was -- I believe he -- I'm not quite sure how he did it,
22 but he was on a smaller inflatable.

23 Q. Okay.

24 A. He was on a smaller inflatable skiff there.

25 Q. Okay. I got the operation picture in my head. Okay. So the

1 holding barge is now disconnected. And did *Miss Rebecca* take it
2 back to -- it went to Dillingham, right, to get hulled out?

3 A. Yes.

4 Q. So did *Miss Rebecca* make that tow or did the *SM-3* do it? Or
5 both?

6 A. We both did it, (indiscernible) -- *Seamount*, sorry. Yeah,
7 *Seamount*, from the middle of the boat (indiscernible) every day
8 they make, any which way we were able to.

9 Q. Okay.

10 A. More than likely we just really helped with steering the
11 holding barge there.

12 Q. Okay. So now the holding barge successfully made it to
13 Dillingham, and *Seamount* comes back to *SM-3*. And now you're on
14 there and operations have shut down. You're not taking on any
15 more fish, and you're waiting for the *SM-3* to get hulled out. But
16 then the storm comes. So tell me about that day. When did they
17 tell you a storm was coming?

18 A. Well, we knew about it before it was coming. I mean, Pat, at
19 that time, with Jeremiah -- I can't really say the last name. But
20 we were underneath his leadership. I mean, they were outstanding.
21 They've always checked weather reports. They've always -- they
22 were always up to date with everything. And they've always let
23 everybody know what was happening or what was going to happen. We
24 knew the storm was coming, so before that day, we got -- we kind
25 of -- we started squaring everything away. We started, you know,

1 just getting ready for it.

2 Q. Okay.

3 A. Putting everything on the high shelves, putting everything --
4 we knew we were going to be rocking and rolling, and so we started
5 getting everything bolted down and put away.

6 Q. Okay. And knowing what to do for storm preparation, did that
7 just come from verbal instructions from other people in management
8 or is there an actual plan that you followed?

9 A. It's an actual plan, I guess. I mean, it's just right
10 wherever the ocean is. Common knowledge out there.

11 Q. But as far as there's the commonsense way, you know, that you
12 can see a shelf and things are going to fall off, we've got to
13 secure them. There's that method. And then there's actually a
14 plan that's written that says, you know, when seas are expected to
15 be over 10 feet, do this. If wind's going to be over 25 mile an
16 hour, do this. That kind of plan. Was there something actually
17 in writing?

18 A. I'm not too sure. You might have to ask one of our managers
19 there.

20 Q. Yeah, we're talking to them. But as far as what you know,
21 did you ever see one?

22 A. Huh-uh.

23 Q. Okay. That's fine. Just asking. That's the whole purpose
24 of this, remember?

25 A. Yes.

1 Q. Okay. So now we've secured everything. And then August
2 30th, because that's the day the storm came in, and it's coming up
3 on late evening, about 11:00 p.m. is when Ben Blakely (ph.) told
4 us you actually broke loose from the mooring. I don't know how he
5 would know, but how would you guys know that -- obviously, the
6 weather's getting rough and the barge is bouncing around pretty
7 good, but how did you know that the barge had actually broken
8 loose of its mooring?

9 A. I mean, there was always somebody that was always there just
10 checking on everything, the line. And when we noticed it was --
11 that the line was broken, we tried getting another anchor into the
12 water and -- but obviously that didn't help, either.

13 Q. Okay. Tell me about the anchor. What is it that you tried
14 to do with it?

15 A. We just tried getting another one in the water.

16 Q. Where was it located?

17 A. It was on our (indiscernible).

18 Q. Okay. Did you -- is that connected to a winch with a machine
19 or a cable? How is it connected?

20 A. It is connected to our cables and lines.

21 Q. Okay, so you have to drop it with a winch?

22 A. Crane. Crane and winch.

23 Q. Okay. And you were able to do that in storm weather?

24 A. We were able to, yes.

25 Q. Okay. All right. That's good.

1 A. Nothing to it.

2 Q. Okay. So one anchor or more than one?

3 A. Just -- there was just that one.

4 Q. Okay. And so it was -- you think it was able to grab bottom
5 or did you just drag it?

6 A. I don't think -- I think we were just dragging it along.

7 Q. Okay. So now you're coming into the beach. Do you recall --
8 of course, now it's after midnight. Do you recall what direction
9 the barge was going into the beach? Was it bow or stern first or
10 was it coming in broadside?

11 A. It was coming in broadside.

12 Q. Okay. Do you remember which side was towards the beach?

13 A. Starboard side.

14 Q. Okay. And now the barge is on the beach. What was the ride
15 like once it was on the beach? Were you bouncing on the surf? Or
16 did you just come to a stop, and then you thought the storm was
17 over?

18 A. No, we were bouncing around. I mean, we (indiscernible), we
19 got directions to grab some things and head down into the engine
20 room.

21 Q. That's where you rode out the storm, in the engine room?

22 A. Yeah, there's a few places down there for -- it was -- it's
23 like they have a few places set up down there for us to camp out
24 the storm.

25 Q. Okay. How about life jackets or immersion suits? Did you

1 ever put those on?

2 A. We had life jackets, raincoats.

3 Q. Okay. All right. How about power, electrical power? Did
4 you lose power or were you able to keep it on the whole time?

5 A. We lost the generator after some time there. Our engine room
6 and along with the (indiscernible) floors was filling up with
7 water pretty significantly. But we were still filling up with
8 water, and I would say we lost our generator sometime maybe about
9 2:00, I think.

10 Q. Okay. Where was the water coming in the engine room from?
11 Through fittings open to the outside or was there in a hole in
12 the hull?

13 A. There was no hole in the hull. Pretty much the doorway, I
14 think.

15 Q. Okay. Just storm weather coming in an open doorway?

16 A. Yeah.

17 Q. Okay, and then the doorway was from the engine room to the
18 weather?

19 A. What's that?

20 Q. The doorway that was open was from the engine room to the
21 weather, so you can get fresh air into the engine room?

22 A. Yeah.

23 Q. Okay. All right.

24 A. I think they tried closing the doorway and it (indiscernible)
25 I guess.

1 Q. Okay. All right. So now the tide's going out, and the barge
2 stopped moving. When did you come out of the barge? If you were
3 to guess, about what time was it? Was it still dark, early
4 morning, or was -- did you wait for the sun to come up?

5 A. It's still early morning. It's pretty -- it wasn't dark, but
6 I'd say maybe 5:30, around there, I bet.

7 Q. That's when you came out of the barge?

8 A. Around there, yeah.

9 Q. Okay, and then what'd you do?

10 A. Well, at first, we started building and moving all the wires
11 from our engine rooms and pretty much grabbing our things and
12 getting our things packed up.

13 Q. Okay. How did you get off the barge?

14 A. I mean, we were able to -- I mean, we have ladders.

15 Q. Yeah, and then you climbed down to the beach. Sorry, that
16 wasn't a very good question. So you climbed down to the beach,
17 and where'd you go after that? After you got off the barge and
18 you're on the beach?

19 A. Well, once we got the okay to go, we went over to
20 (indiscernible).

21 Q. Okay. Did anybody that you know of have to go get medical
22 treatment because of the storm?

23 A. Oh, no. Nobody was injured. I mean, I was very happy to --
24 yeah, very happy to see that. I mean --

25 Q. Okay. All right. So you were at Ekuk, and then what

1 happened?

2 A. Well, we just mainly camped out there.

3 Q. For how long?

4 A. It was just like maybe a few days.

5 Q. Okay. And so after Ekuk, where did you go?

6 A. Dillingham.

7 Q. Just to pass through to come back to Anchorage or did you
8 stay in Dillingham for a little bit?

9 A. We didn't stay for too long. I think it was just a pass
10 through to come back to Anchorage. And they sent everybody else
11 home.

12 Q. Okay. All right. I think that's pretty much it. Let's back
13 up a little. So when the barge was still in Sitka being modified
14 to be made a processing barge, were you involved in that at all?

15 A. Oh, no, huh-uh. Like I said, this is my very first year with
16 the company.

17 Q. Yeah, I think they did it over the winter and into the
18 spring, right before you got hired.

19 A. Yeah.

20 Q. Okay. I think that's about it. Is there anything you want
21 to say that I didn't ask you?

22 A. No.

23 CWO ██████████ Okay. I'm sure Jon's got a few follow-up
24 questions, so I'll go ahead and turn it over to him now.

25 MR. FURUKAWA: Okay. Thanks, ██████████

1 BY MR. FURUKAWA:

2 Q. Hey, Peter.

3 A. Hey.

4 Q. So, see, you had 8 years in the fishing industry or eight 8
5 on the ocean, 5 years in the fishing industry. What were your
6 other 3 years?

7 A. Well, it's -- all together, it was about 5 years out there in
8 the ocean. But the job I had before at Cape (indiscernible) was
9 as a deckhand for the processing plant out there at
10 (indiscernible). We were just a tendering vessel, and we were
11 lending supplies out there on all the other little villages around
12 (indiscernible).

13 Q. Okay. So you did that for 5 years?

14 A. Well, that's about how much experience I have out there.

15 Q. Okay, but I thought you said that you had 8 years on the
16 ocean. So I was wondering what the other 5 years were.

17 A. It was a -- no, no, no. It's a miscommunication. My
18 apologies. I should have corrected you in the first place, but --

19 Q. Okay, so you have 5 years' fishing industry experience.

20 A. Yes.

21 Q. Okay. Okay. Let's see. And the 80-foot LTM, is that the
22 only other boat you guys have for towing things around?

23 A. I believe so.

24 Q. Okay. And *Seamount* is spelled S-e-a-m-o-u-n-t?

25 A. Yes.

1 Q. Okay. Not like -- not like the letter C and then Mount,
2 something like that?

3 A. Yeah, *Seamount*.

4 Q. Okay, and the *Miss Rebecca* was the holding barge?

5 A. *Miss Rebecca* is one of the holding barges back in Dillingham.

6 Q. Okay. Hey, Peter, what was your watch schedule? What was,
7 yeah, your watch schedule when you're onboard the *SM-3*?

8 A. I believe it was -- watch schedule? I don't understand.

9 Q. What were your working hours?

10 A. Oh. It was, I guess, 8:00 in the morning until, I'm not too
11 sure.

12 Q. Was it 8:00 in the morning to 8:00 at night?

13 A. Mostly morning time.

14 Q. Say it again. Was it 8:00 in the morning until 8:00 at
15 night?

16 A. About there, yeah.

17 Q. So 12 hours. Hey, Peter?

18 A. Yes?

19 Q. So was your working hours about 8:00 in the morning until
20 8:00 at night, about 12 hours?

21 A. Yeah. It varies. When I -- when we first started operation,
22 with processing and everything, and I -- my crew would pretty much
23 start at -- that was pretty much a nighttime -- night schedule.
24 We were working at both sides, one crew on one side and the other
25 crew on the other side. And --

1 Q. Okay, you got --

2 A. -- the processing crew I was on was at nighttime, but it was
3 always about 12 hours --

4 Q. Okay.

5 A. -- when we worked.

6 Q. So you were on the nighttime processing crew.

7 A. Yes.

8 Q. Was that the 2300 to 1100 with Zack as the supervisor?

9 A. Yeah.

10 Q. Okay. Let's see. Okay. You said the engine room was
11 filling up with water through the doorway. How high was the water
12 in the engine room?

13 A. Not too sure. It went up enough to make our generator stop
14 working. I'm not really entirely sure.

15 Q. Was it like a foot? Two feet? Three feet?

16 A. I'm not sure. Maybe about three to four, I guess.

17 Q. Okay. Three to four feet, enough to make the generator stop
18 working. Okay.

19 A. Yeah. I'm not too sure if it was water, or if we just ran
20 out of fuel for our generator. I'm not entirely sure.

21 Q. You're not sure if it was water or that they just turned it
22 off?

23 A. Or it just ran out of fuel or just turned it off, I'm not
24 entirely sure.

25 Q. Okay. And when you guys -- so you guys got off the barge and

1 climbed the ladder. You went down the ladder to the beach. Is
2 that what I heard?

3 A. Yes.

4 Q. Okay.

5 A. Yes.

6 Q. And then how did you guys get from the beach to Ekuk? Did
7 you guys walk or did you -- did someone give you a ride?

8 A. Someone gave us a ride.

9 Q. Okay. So I guess it was a car or a truck or a bus or
10 something?

11 A. It was a -- we had a couple of cars that drove -- drive out
12 to come pick us up.

13 Q. Okay. Let's see. And, Peter, what time do you think it was
14 when you guys noticed that you guys were dragging anchor?

15 A. For me it was 10:00, maybe.

16 Q. Say again.

17 A. I believe it was about 10:00 p.m.

18 Q. Okay. And about what time was it that you guys went aground
19 on the beach?

20 A. I'm not entirely sure.

21 Q. Can you guess? Was it quick or --

22 A. Yeah, we drifted fairly fast. I mean, I was surprised at how
23 fast we drifted. I mean, the SM-3, as big as it is, it was fairly
24 fast that we drifted. I'm not entirely sure. I --

25 Q. Okay. If you had to guess, about what time was it that you

1 guys ran aground?

2 A. Maybe 12:30? 12:00-ish? Somewhere around there.

3 Q. About 12:30?

4 A. Yeah, I can't really give you, you know, a --

5 Q. Okay. And let's see. About how high were the seas? The
6 waves and swells and all that? Do you remember about how high
7 they were?

8 A. I'm not too sure, but I believe it was -- we had gusts and
9 winds over about maybe 70, 80 miles an hour. From there I guess
10 you can get a rough estimate of how big the waves were.

11 Q. Okay. So you said the winds were about 70, 80 miles per
12 hour? Not knots?

13 A. About there.

14 Q. Okay. And -- but if -- you're able to see the water around
15 you, though, right? If you had to guess how high the water was,
16 the waves or swell?

17 A. Eight feet, 10 feet, something like that.

18 MR. FURUKAWA: Okay. Okay. And that's all I have. Passing
19 it back to [REDACTED]

20 CWO [REDACTED] I'm good. Thanks for catching a few things
21 that I missed.

22 And, Peter, we're going to go ahead and finish up here. Do
23 you have anything else that you want to add to help us?

24 MR. JACKSON: No, I mean --

25 CWO [REDACTED] You can see along the lines of where we're

1 going is, we're trying to figure out a timeline. And we're trying
2 to figure out what your responsibilities were and those kinds of
3 things. That was the line of questions that we had for you.
4 That's what the purpose of them were.

5 So if there's anything else that you want to add, go ahead
6 and do it now. You got my email, my phone number, if you think of
7 something later on today or tomorrow that you wanted to say that
8 you forgot to say, we can have that added to the record as well.
9 So with that, I'll go ahead and have Jon end the recording, and we
10 can finish up our interview at that point.

11 MR. FURUKAWA: Yep.

12 MR. JACKSON: Okay.

13 MR. FURUKAWA: Okay, thank you very much, Peter. The time is
14 now 1544 Eastern Daylight Time on still Thursday the 17th of
15 September 2020. And we're ending the interview with Mr. Peter Ray
16 Jackson --

17 MR. JACKSON: Peter Ray Jackson.

18 MR. FURUKAWA: -- deckhand on the *SM-3* and the *Seamount* LTM.
19 And going off recording.

20 (Whereupon, at 3:44 p.m., the interview was concluded.)

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: GROUNDING/STRANDING OF THE FISH
 TENDER BARGE *SM-3* IN NUSHAGAK BAY
 NEAR EKUK, ALASKA, ON AUGUST 30, 2020
 Interview of Peter Ray Jackson

ACCIDENT NO.: DCA20FM027

PLACE: Via telephone

DATE: September 17, 2020

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.

A solid black rectangular redaction box covering the signature of Sarah Collins.

Sarah Collins
Transcriber