

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

GROUNDING/STRANDING OF THE FISH

*

TENDER BARGE SM3 IN NUSHAGAK BAY

*

Accident No.: DCA20FM027

NEAR EKUK, ALASKA, ON AUGUST 30, 2020

*

*

* * * * *

Interview of: GENE PATRICK GLAAB, Owner/Operator, CEO
SM-3, Northline Seafoods

Via telephone

Wednesday,
September 23, 2020

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Mr. Gene Patrick Glaab, Co-Owner/Person-in-Charge, SM-3

TAKEN ON

September 23, 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. Gene Patrick Glaab, Co-Owner/Person-in-Charge, SM-3: Interview Transcript, Transcript Errata, and Non-Disclosure Agreement
Date: Friday, October 16, 2020 3:11:00 PM
Attachments: [Transcript Errata-SecondPage-SM-3-grounding-stranding-DCA20FM027.docx](#)
[TranscriptErrataNdaLtr4Email-SM-3-grounding-stranding-DCA20FM027.docx](#)
[DCA20FM027_Glaab.pdf](#)
Importance: High

NTSB INVESTIGATIVE INFORMATION / [REDACTED]

National Transportation Safety Board
Office of Marine Safety

October 16, 2020

Dear **Mr. Gene Patrick Glaab**,

The enclosed transcript of your interview on **September 23, 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

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Gene Patrick Glaab:	
By CWO [REDACTED]	5
By Mr. Furukawa	18
By CWO [REDACTED]	19
By Mr. Furukawa	53

I N T E R V I E W

(3:14 p.m.)

1
2
3 MR. FURUKAWA: Okay, let's see. Today is Wednesday the 23rd
4 of September, 2020. It is 1514 Eastern Daylight Time. And we're
5 here to do a phone interview of Mr. Gene Patrick Glaab, the
6 owner/operator or the person in charge of the SM-3.

7 And, Pat, do you acknowledge that this interview is being
8 recorded?

9 MR. GLAAB: Yes.

10 MR. FURUKAWA: You have to speak up.

11 MR. GLAAB: Yes, I acknowledge that the interview is being
12 recorded.

13 MR. FURUKAWA: Okay. That's much better. At first it was --
14 I could hardly hear you. But let's see, we'll go --

15 MR. GLAAB: It cuts out here a little bit, sometimes, the
16 words, so you may have to repeat yourselves at times.

17 MR. FURUKAWA: Okay.

18 MR. GLAAB: Because I'm getting a little clipped response.

19 MR. FURUKAWA: Okay, and I'm hearing a little echo also. So
20 why don't we go around and state our names and our organizations.
21 This is Jon Furukawa from the NTSB.

22 CWO [REDACTED] [REDACTED] [REDACTED] with the Coast Guard at Sector
23 Anchorage.

24 MR. GLAAB: Gene Patrick Glaab with Northline Seafoods.

25 MR. FURUKAWA: Okay, and like [REDACTED] said, it's a joint

1 investigation, and the Coast Guard's the lead agency, so go ahead
2 and take it away, [REDACTED]

3 CWO [REDACTED] Okay.

4 INTERVIEW OF GENE PATRICK GLAAB

5 BY CWO [REDACTED]

6 Q: So, Pat, we've been starting with just background information
7 about of all the people that we talk to. So I know you've been in
8 the industry for a while, but can you kind of highlight your
9 industry experience?

10 A. Yeah, I guess I've been building plants and somewhat running
11 buying operations and barges and fishing for most of my life. So
12 starting when I was 20 years old, running a log raft, floating,
13 you know, buying station, for like 4 years. And then progressing
14 through different things. I've been in a lot of shore-based
15 plants, designing them. And I've also fished, both in Bristol Bay
16 and in Southeast. I was a Bristol Bay gill-netter for about 3 or
17 4 years and a southeast (indiscernible) for about 5 years.

18 Q. Okay. How many years total is that? Has all your -- are you
19 a lifelong Alaska resident for your fishing experience?

20 A. No. I became a resident in about 1981 or '82.

21 Q. Okay.

22 A. Since the last day in high school.

23 Q. Okay. Did you fish anywhere else?

24 A. No.

25 Q. Okay, so just Alaska. Okay, all right. How about with

1 Northline Seafoods. When did that company come into existence?

2 A. I believe about 4 years ago, and this barge was purchased on
3 Dall Island. It had been a logging operation barge. It was
4 purchased here about, I think it was 3 or 4 years ago -- I don't
5 have the exact dates in mind here -- and then brought to Sitka
6 where we put a little freezer on it, and we bought fish, basically
7 at the dock here in Sitka. And then we built a ramp, hulled it
8 out, replaced the bottom on it and, you know, added more freezer
9 and blah, blah, blah, all those things. And then had it boat up
10 to Bristol Bay, where we put it in the water last -- not this last
11 season, but 18 months ago, and we bought fish on it and then put
12 it on the hard in Naknek. And then came back this spring, put it
13 back in the water, and bought fish with it again this year.

14 Q. Okay. Let's talk about then the -- when you bought the barge
15 and it was in Sitka, and you're buying fish there. That was the
16 first year or two, three?

17 A. The first year, and we did this just as a test fishery. So
18 there was nobody living on the barge or anything like that. As a
19 matter of fact, it was just -- we just bought fish off my same
20 boat, actually, and froze it, the first year.

21 Q. Oh, okay.

22 A. Yeah, it was easier to put the fish out to test the business
23 hypothesis and all that kind of stuff.

24 Q. Right.

25 A. And it was permanently moored there with a permanent ridge

1 and, you know, propulsion and, you know. It was basically not
2 mobile. It was basically a floating dock at that point.

3 Q. Okay. So I know from the Coast Guard record that I have
4 is -- that our -- the detachment in Sitka came down while you were
5 modifying it in January of 2019. Do you remember how much before
6 that January visit you actually started doing the modifications?

7 A. Well, so the modifications were just -- for the freezer, was
8 just setting stuff up temporarily on the deck for the first
9 season, right, when we were doing the test stuff. There were no
10 tanks involved. There were no modifications to the hull or the
11 boat. They were just stuff put on it, right, basically, and tied
12 up. When we hulled it out, then we did modifications to the, you
13 know, hull and stuff, which was in conjunction with Coast Guard
14 Sitka here, including a lot of, you know, the watertight doors,
15 the --

16 Q. Right, right. That's what I'm asking. When -- approximately
17 when did that project start?

18 A. Oh, that project started -- let's see. We had money for that
19 -- yeah, by January 19th is when we started ripping the bottom off
20 and replacing the bottom. Yeah, I think we were kind of -- we had
21 it up on the hard the year before, but we just didn't have any
22 money to work on it. So we built some carts and some parts, and
23 we had some stuff sitting there, but we didn't really start on it
24 until about -- just after Christmas, in January '19. In -- yeah,
25 in '19. Right, yeah.

1 Q. That's 19 January 2020 or January 2019?

2 A. No, no, in January of 2019. You know, a year and three
3 quarters ago.

4 Q. Okay.

5 A. Yeah.

6 Q. So in summary, that barge you -- I think then and I think
7 you've told me in other conversations, it received a new bottom.

8 A. Yep.

9 Q. Anything else to the barge itself? The outer, watertight
10 envelope. Just a new bottom?

11 A. Just the bottom. Just in the (indiscernible) as a matter of
12 fact.

13 Q. Okay.

14 A. And new riffs and bottom were placed, and it was replaced in
15 like kind. And the Coast Guard and, you know, the local guys were
16 here to look at it when we did that. Right. They would visit.
17 So it was not -- it was done with their -- to the best of our
18 knowledge, with their complete cooperation, you know, involvement,
19 right.

20 Q. Right, okay.

21 A. In other words, when I said, what do you guys want to see?
22 They said, well, when you get to this, call us; we'll come take a
23 look at it. And that's exactly what we did, right.

24 Q. Right. Now, that's how that -- those kind of projects
25 usually go. So that's all good. We're just trying to get an idea

1 of what was done when. That's all of the reason for asking.

2 A. Right.

3 Q. So --

4 A. (Indiscernible) for the housing or upper structures at this
5 point at all. The only thing -- well, I'm getting ahead of
6 myself. I'll let you ask questions.

7 Q. No, no, no. Go ahead.

8 A. At that point, nothing was done with the housing.

9 Q. Okay. So we initially did work on the barge, and we put a
10 new bottom on. And how did -- what kind of work did you do
11 internally?

12 A. So internally what we did was, we did two things I think that
13 are pertinent. One is that we put access ports all the way into
14 the barge, because there were no accesses down in the bilges. And
15 then we water-tightened the compartment, right. So we added
16 water-tight doors to the compartments as per, you know, our
17 direction from the Coast Guard. We put the combings up for the
18 new accesses in there, as well as, you know, each compartment
19 having access to meet that.

20 We added a pump system that didn't exist, a bilge pump
21 system, which was, again, a two-inch bilge pump in each
22 compartment as per the Coast Guard. And then we added machinery
23 to -- diesel engines were in the number one bay, and it got a full
24 fire suppression system to go with that. And I think those were
25 the main Coast Guard issues with the boat. And then a stability

1 test, right.

2 Q. Right, okay.

3 A. Yeah, and actually we did two stability tests. One before we
4 hulled it out and did the changes on it, and then the second one
5 after it went back in the water.

6 Q. Okay. All right. So that takes us through the barge. How
7 about on the main deck? What was actually on the main deck? Was
8 it all just freezer?

9 A. Yeah, so the main deck had just a foam core box freezer. So
10 really, those foam panels, there wasn't really much on there. A
11 little bit of like roller carts and the five evaporators for the
12 freezer were in there. But basically what it was, was a poured
13 concrete deck, right, over the deck, a cap on the deck, and then
14 foam core -- basically, foam core walls box put on top of that,
15 right.

16 And then internally, really there wasn't anything in there,
17 just, you know, there's a elevator that pokes up that brings the
18 fish up from down below, and there's a table in there to put fish
19 on and some carts, you know, that you put fish in and roll them in
20 and out. And then the doors on the walls. But as far as anything
21 in there, evaporators are the only heavy thing or anything that
22 was sort of mounted on that deck to speak of, right. There was
23 a -- you know, the cranes were on the deck. You know, I guess
24 that's too -- I'm thinking of the fish house. But those were all
25 independent on the deck, right.

1 Q. Okay. So I think I saw a drawing that Drew might have given
2 Ben to give me to me when I asked if there were any kind of
3 profile drawings, and it looked like there were two cranes on one
4 end, and one crane on the other end.

5 A. Right, yeah.

6 Q. So which end of the barge were the two cranes on? The stern?

7 A. The two cranes were on the stern.

8 Q. Okay.

9 A. The other crane is on the forward. It was set on the forward
10 deck and went up parallel to the housing and stuff.

11 Q. Oh.

12 A. And that was what I was going to get at, is there was a
13 little bit -- I didn't want to get in front of myself. But when
14 we went to tow it over there, it was sort of signed off for
15 stability and everything, but we had some consternation. There
16 was this upper deck that was on top of the housing and, you know,
17 because we're engineering, we were concerned that there wasn't
18 really much bracing in that. We were worried about the transit
19 across the ocean, the barge racking, and that it didn't have any
20 diagonal.

21 So we actually went up and welded a bunch of diagonal
22 supports, in fact, because it originally didn't have any. And we
23 added those in, right. So we added those in. And as it turns
24 out, actually, those -- that's what we were worried about is that
25 upper deck failing if it got into a serious amount of crashing

1 around like it did on the beach, right? But those didn't actually
2 fail at all, it turns out. So I think that -- I wasn't sure they
3 were going to work as well as they did, but they worked fairly
4 well, obviously, because they're still intact right now. But the
5 original structure that we didn't really touch at all was what
6 failed, right.

7 And we just looked at it and said, hey, there's diagonal,
8 there's -- everything's in here; I guess it's what it is. But we
9 didn't actually -- we looked at it and said, well, it looks okay
10 to us. And didn't attempt to change it or to, you know, do
11 anything about that.

12 Q. Okay. So that upper deck housing combination, whatever we
13 want to call it, that was already on the barge when you bought it?

14 A. Yes, yes. Absolutely.

15 Q. Oh, okay. I thought that was part of what you added.

16 A. No, no. All's we did was there were four container vans
17 underneath that structure, and we took the four container vans and
18 put foam core walls up where the four container vans were.

19 Q. Okay, and added the freezer?

20 A. And added the freezer, which, for weight wise, is foam core
21 panels and four evaporators, which you can pick up with a, you
22 know, with a yard forklift, right.

23 Q. Right.

24 A. They're heat transfer units, right. They're made out of
25 aluminum, and they're -- you know, they're big, but they're

1 aluminum. You can see them there, the evaporators. And those we
2 hung on those I-beams in there. But that's the extent of the, you
3 know, kind of the load that was on that structure that was already
4 there, right.

5 Q. Okay.

6 A. So all the (indiscernible) cases, all that, was all there.
7 We didn't touch that. Even the deck was there. The only thing we
8 did was replace some of the lumber on the deck, because the lumber
9 was rotten. So we replaced the lumber with like kind, the decking
10 wood, right, it was -- we took off 4-by-12s and put 4-by-12s on.

11 Q. Okay.

12 A. They were pretty rotten, yeah.

13 Q. Yeah, I can imagine.

14 A. And we did put a rail around it. There was no rail on it.
15 As per the Coast Guard, you know, asked us to do that, which was
16 completely reasonable. But no, we didn't do any roofing issues.
17 We didn't put the (indiscernible) on. We didn't build that
18 structure. We didn't design that structure. All's we did was
19 replace the flooring on it, and we did add that crane on the end.
20 And we did add some diagonals to the very upper structure, because
21 we were worried that there was no cross-bracing on it as we bought
22 it, when we bought it.

23 Q. Right. So you added all three cranes or just, you know, one?

24 A. We added all three cranes, but the one on the end was
25 actually -- had ties into the structure, right. So they mutually

1 supported each other, the crane on the end. The other two are
2 free-standing on the deck, and they're still there. They didn't
3 have any issue.

4 Q. Okay. So the bigger one that was part of the barge that, you
5 know, you're saying was tied in, is that the one that actually
6 broke off?

7 A. Yeah, yeah, that came off when the -- I think the deck coming
8 off took it -- pulled it off with it.

9 Q. Okay.

10 A. And that's what the big hole in the deck is, that ripped the
11 deck off and, you know, took it with it there.

12 Q. Yeah. Okay. All right. So you gave me like an idea of when
13 you put it together. So now you've completed the modifications,
14 and it's now the first season of 2019. So the Coast Guard came
15 out in May, and they finished your dockside exam, gave you your
16 decal, and off you went to go to Bristol Bay. So now how did you
17 get from Sitka to Bristol Bay?

18 A. So Western Tug and Tow towed it there and then attached it
19 the mooring buoy that we had placed there when they got there.

20 Q. Okay. Before we get too side-tracked, let's talk about the
21 mooring buoy. So Ben gave me the receipt where you bought all the
22 mooring equipment from in Florida.

23 A. Yep.

24 Q. Was there any kind of engineering done to say, okay, we need
25 this big a cable and this big a buoy and this big a chain?

1 A. Other than internally, no. No, we didn't have a third party
2 do any engineering. As far as engineering, we did the same
3 engineering that we would do. We tried to use the rules of thumb
4 and tried to use all kinds of information that we could gather for
5 what would moor a -- what would anchor this effectively, weight of
6 chain and whatnot like that.

7 So we did internal running of trying to figure out, well,
8 what kind of load this has on it, which was sort of unusual in the
9 -- from my experience in the, like I said, the barge industry.
10 But yeah, we developed one that we felt was secure in terms of
11 holding ground, which is what our worry was, right, pulling the
12 anchors loose.

13 For instance, the barge next to us broke free twice during
14 the season, you know. The same size barge, right, during the
15 season. And so we were cognizant to, you know, try to put enough
16 chain on and do that, so -- and you've got the diagram of what we
17 came up with, right?

18 Q. I do, yes.

19 A. It was done deliberately, but in-house. In other words,
20 there's a drawing, there's a plan. We looked it over and said,
21 yeah, this is the anchoring system that we believe is going to be
22 adequate for this. And that suggests that, from the dragging
23 standpoint and everything else, except for the buoy parting, that
24 it was successful. In other words, the anchors didn't drag.

25 Q. Right. Okay. How about placement of it? Is that -- do you

1 contract that, or do you do it yourself?

2 A. So we placed the buoys and stuff where that was, right, for
3 the fishing that we did, right, for our fishing fleet. And so we
4 started with around the Clark's Point, because that seemed to be
5 the most central location for this.

6 And then on consulting with other tenders and things, where a
7 good spot was to anchor up, we were trying to duplicate what the
8 tenders would do, the other tender boats, right, where they would
9 anchor up to take fish. And they liked to anchor up in good
10 holding ground and then -- and where it's convenient for the fleet
11 to reach.

12 So the two came into consideration. We came up with that
13 spot, and it turned out to be good holding ground and everything
14 like that, obviously. The anchors didn't shift, you know, with
15 lots of loads on at different times.

16 Q. Right.

17 A. Yeah.

18 Q. Okay. Let's digress for a second. Tell me about that barge
19 that was next to you. Is there a lot of barges? So there was you
20 and there was this other barge. Were there more? I've never
21 actually been there during the summer.

22 A. There's a lot of barges anchored up out there. So there was
23 a net barge that's a sister barge to our holding barge, 150-foot
24 barge, and they use it just for offloading nets. It's got a crane
25 on it, and it broke loose twice during the season and then was,

1 you know, captured, you know, put back in place. Failure of the,
2 you know, the cable that was tied on. And one, the anchor just
3 dragged because they had two small of a anchor on it. So they
4 drug anchor once and they -- then -- and they broke the cable
5 once. They used a cable to moor it instead of chain, right. So,
6 you know, we were familiar with this.

7 There's also the *Bristol Maid* is out there, which is an ice
8 barge that was right down below us. And it's there, and it gets
9 an anchor put out every season. You could ask them what they have
10 for anchoring and stuff like that. Whether they have issues, I
11 don't know. But they're all within sight of us there. And then
12 there's other various, you know, boats that anchor up in these
13 different places. It'll be a whole forest of tenders and stuff at
14 some point. But those two are definitely -- the three of us were
15 permanently moored there for the season.

16 Q. Okay. Yeah, I knew about the tenders in there at Clark's
17 Point. I know exactly where you're talking about in Clark's Point
18 where they all tie up.

19 A. Yeah, there's tons of boats out there.

20 Q. I wasn't aware of all the barges.

21 A. Um-hum.

22 Q. Okay.

23 A. Yeah. Well, I mean, two of them were specifically -- they
24 were there this summer also, right. They are there every year as
25 far as I know, although I haven't been there necessarily every

1 year. But I do know they were both there.

2 Q. Okay. Well, thanks for digressing there for a second. Okay,
3 so now we've got Western towboat towed your barge to your Bristol
4 Bay location, and you're in operation for the 2019 season. Was
5 there any major problems with either the barge or the mooring or
6 having the two barges connected together? Any of that type of
7 thing bring up any problems?

8 A. No. We didn't have any issues that first year with that, no.

9 Q. Okay, that's good.

10 A. It was particularly mild weather, but no, we didn't have any
11 issue the first year.

12 Q. Okay. And then at the end of 2019, where did the barges go?

13 A. They went to -- well, one of them got taken up the Nushagak
14 River -- or the Wood River, excuse me, and tied up there for the
15 winter. And the other one went to Naknek and got put on the beach
16 at the -- by Naknek Trading there.

17 CWO [REDACTED] Okay.

18 BY MR. FURUKAWA:

19 Q. Which barges?

20 A. So there's *Riverways-11* got put up the Wood River, and then
21 the *SM-3* went to Naknek and went onto the beach, on the hard
22 there.

23 Q. Which one -- the first one was which one --

24 A. *Riverways-11*, the holding barge.

25 Q. *Riverways-11*?

1 A. Yeah.

2 Q. I thought it was 9.

3 A. I'm sorry, the 9.

4 Q. Okay.

5 A. Yes, the 11 is -- it must be -- no. One of them's the 11,
6 and one of them's the 9. One of them is the barge that they had
7 the net that I was just talking about. And one of them is the one
8 that's leased to us. And I think ours is 11, and the one that's
9 there is 9. The net barge, the other one, is 9.

10 Q. Okay, and this is for last year?

11 A. But I could be wrong about that.

12 Q. Okay.

13 A. Both years they were there, but yeah, last year.

14 Q. Both years you had *Riverways-11* for your holding barge?

15 A. Yeah.

16 MR. FURUKAWA: Okay.

17 BY CWO [REDACTED]

18 Q. Okay. And so they go, set down for the season. And now we
19 come up to spring of 2020, and they go back out and --

20 A. Right.

21 Q. In 2019, you were further north up the bay, but closer to
22 Clark's Point. And in 2020, you took your --

23 A. Moved down.

24 Q. -- location that you were on when the accident happened?

25 A. Yep.

1 Q. Okay. So you go there and set the buoys. How is it that you
2 set those?

3 A. So we actually set those off the barge itself. The original
4 setting of the barge we did in the traditional manner where they
5 just cut them loose on the *Seamount* and just drop them, you know,
6 like I've seen them do on every other barge. But this season, we
7 used the cranes, and we actually set them in the water with the
8 crane. A little bit more controlled work on that, but we set them
9 right off the *SM-3*. They were on the back deck, and we literally
10 set the anchors off.

11 So what we do is we would drop the stream anchor in, which is
12 the back-up anchor that's out right now, right. And then we would
13 hang on that anchor while we put the permanent mooring buoys in,
14 and then tie to the permanent buoy. So we'd have the permanent
15 buoys, and then we have an emergency back-up, which is a
16 deployable anchor, you know, in reserve, right. Well, actually
17 two of them in this case, but one certainly all the time. I don't
18 know what the regulations are on that, but we felt that was
19 prudent.

20 Q. You know, I'm not sure there are. Is there any kind of
21 permit or anything that you had to get from any agency to do those
22 buoys?

23 A. I'll tell you what, they don't give you much guidance on this
24 stuff, I'll tell you what. So --

25 Q. Well, I know there's -- if it's an official private aid, I

1 think there's guidance, but not much, like you said. But if it's
2 just a mooring buoy on the -- I'm not sure myself. That's why I
3 was asking.

4 A. Yeah.

5 Q. I was hoping you knew.

6 A. Yeah, it's a pretty difficult deal to find any guidance, so
7 you're kind of left to do your thing. But like I say, the anchors
8 didn't slip and drag, which is what everybody experiences. And
9 the buoy itself separating, we didn't -- like shackles didn't come
10 apart. And none of that stuff happened that's sort of normal,
11 like --

12 Q. Right, right.

13 A. -- they use cable on the other one and they cut -- the cable
14 cut, right. And we learned from that going, hey, no cable.
15 Because in '19, we had cables going from the mooring buoy to the
16 barge, and we got rid of them, because they -- we looked at them
17 and said, these cables are not holding up to this. They're
18 fraying, right, because what happens is, they get kind of twisted
19 and wrapped a little, and then they get a kink in them, and then
20 they break.

21 Q. Yeah, once that -- the chafing starts, yep, it's all downhill
22 from there.

23 A. Right. So we put all chains this year, and we welded the
24 shackles on all the chains, you know. So we're not, you know,
25 we're not taking any chance of them backing out. We wire-tied

1 them the year before, and like some of them, when they came up,
2 the wire tire was broken or gone, you know what I mean, missing.
3 The shackle was still good, but the safety wasn't on it.

4 And so this year, we upped the game to say we're going to
5 weld all these shut, because you have to throw them away. And
6 it's expensive, but it's secure. And that's the bottom line,
7 right? So we felt pretty good about this whole situation, right.
8 And we bought a new mooring buoy. We didn't get a used one or
9 anything like that, right? So --

10 Q. Yeah, no. I saw the invoice, and yeah, I'm kind of
11 curious --

12 A. Yeah, we worked -- this wasn't a shoestring, cheap, you know.
13 We were trying to do this completely right. We understood the
14 ramifications. We never wanted to be here, and we felt like we
15 gave it considerable time to, you know, try not to be here, right?

16 Q. Sure.

17 A. You know, like I say, if that mooring buoy hadn't failed, I
18 was perfectly -- I was on that boat and perfectly comfortable with
19 us riding through an 80 mile-an-hour wind, you know, and that's a
20 pretty tough task, right. We were riding great, actually, up
21 until then. As a matter of fact, it was -- I don't know if you
22 talked to other people but, you know, we had to tie down the
23 refrigerators and stuff, because we were -- you know, that, but
24 that's nothing like being on the same boat or anything else in
25 terms of, you know, moving around, right.

1 Q. Sure. We're getting it -- we're coming up to -- we're
2 getting to that point.

3 A. Yep. Okay.

4 Q. Okay. So the -- on the invoice, there was four anchors, and
5 I know there's two in the water --

6 A. Four anchors, right.

7 Q. -- and there's one they use as a stream anchor. Where's the
8 fourth one? Is it on the barge, or is it used for something else?

9 A. All right. So what we had was we had it actually in place on
10 the back of the barge on the crane, and we actually deployed it
11 also, in the half-an-hour, by the way, between when that mooring
12 buoy separated. And before we got to the beach, we had both those
13 anchors deployed, because we were -- you know, we tried to have a
14 back-up plan for everything, right.

15 Q. Right.

16 A. So the first one was deployed on the cable that's got -- and
17 we put 900 feet of cable on it, by the way, this spring, all the
18 cable we could get, because it's just everything, right, scope,
19 right?

20 Q. Um-hum.

21 A. And then what we did was we let that one out, and then we
22 swung the other anchor over and then dropped it also, tied
23 together. So yeah, no, we had all four anchors deployed, right,
24 before we were on the beach.

25 Q. Okay. So all four of those anchors that you bought on that

1 invoice are on that barge?

2 A. Well, they're in the water right now -- well, one --

3 Q. Right, right, right. Okay.

4 A. All of them were deployable. Two of them were out as mooring
5 anchors, and two of them we were able to deploy. The first one
6 was in like 5 minutes of separating, and the second one within --
7 well, less than half-an-hour, because we had it deployed before we
8 got to the beach, right.

9 Q. Right. Okay.

10 A. It was going --

11 Q. Yep.

12 A. We were moving fast.

13 Q. The piece of the buoy that came off that was still connected
14 to the chain, is that the -- so I saw a picture of that, and I saw
15 a picture of the buoy that has a large hole in the top. Is the
16 piece that's connected to the chain, is that the entire piece that
17 broke off, or did some of that come apart?

18 A. You know, I would assume it is, although I haven't actually
19 seen the buoy. I've only seen the picture, so I can't really
20 compare.

21 Q. That's all I've seen.

22 A. It looks like it's probably the whole piece. It looks to me
23 like it just ripped the eye out of it. I thought that thing was
24 built with that bar going all the way through it. I don't know
25 how they build those without -- when I -- when we bought it, I

1 looked at it and said, well, this is pretty (indiscernible). They
2 put this bar all the way through this thing. This is a good
3 setup, you know. But apparently the bar doesn't go all the way
4 through it.

5 Q. Right.

6 A. It's welded on both sides. It just looks like it goes all
7 the way through it. It doesn't actually do it.

8 Q. It didn't say on the invoice, because it was from a
9 distributor, but do you know who the manufacturer of it was?

10 A. I don't know. I didn't actually spec that out myself,
11 because we actually have an on-staff engineer, mechanical
12 engineer, and he actually does run numbers on these things. And
13 he's not -- not in the sense that if we were required or had a
14 legal obligation to do this, we would have hired a, you know, a
15 consultant to do that, so -- for liability. But for our own
16 personal uses, he does a lot of number running and things like
17 that to make sure everything sounds right, right? That's just a
18 good practice, right? We didn't understand it to be compulsory
19 that we had anything to do here, that we're -- it had to be a bar.
20 We were just trying to do this right. So he actually --

21 Q. That makes sense.

22 A. -- recognized like, you know, what the size chain is, what
23 the tensile strength, and actually did run numbers on what the
24 windages on the barge and the current. But it -- most of it was
25 all about dragging anchor, right.

1 Q. Sure.

2 A. How would the, you know, the dynamic of once you pick this
3 dock up on the anchor, it's assumed that the thing will come out
4 of the mud. So having enough chain in this condition that, that
5 chain doesn't pick up and bring this dock up past horizontal,
6 right.

7 Q. Right.

8 A. Okay. And that, in truth, held. I mean, that was right.
9 And there was a lot of discussion and a lot of him pointing out
10 specifically that we're trying to get enough weight on here to
11 make sure that, that doesn't come up. It was very deliberate,
12 okay.

13 Q. Right.

14 A. It wasn't haphazard.

15 Q. Okay.

16 A. And it held. It -- yeah.

17 Q. Okay. So when it -- when you did pull the anchor system out
18 of the -- in 2019, I guess it's still out there right now?

19 A. No, it's up now, because we had the *Bella* captain went out
20 and retrieved it.

21 Q. Okay.

22 A. You have pictures of it, and they have it on their deck.

23 Q. Did they -- okay. Did they say how difficult it was to pull
24 it up? Or because of the storms, since the barge broke loose,
25 that it shifted the bottom, and it wasn't as buried as it was

1 during the season?

2 A. No, no. When you pick them -- we put tails on them, chains
3 with buoys, so that you can pick them from the butt end of the
4 anchor so you can remove them. You know, if you can't get the
5 stock end up.

6 Q. Okay.

7 A. So they were able to move them. They were concerned whether
8 they would be able to, buried in the mud, but they actually got
9 them back, so --

10 Q. So it was fairly easy, because you were picking them from the
11 back end and not from the anchored end?

12 A. Yeah, right. So they had a real chain on the back side with
13 a buoy so that you could pull them, you know, so that they could
14 be pulled out. Because we weren't going to just leave them there.
15 That's a -- you can't do that; it's a navigation hazard. So we
16 had to have a system to remove them once they got buried, and we
17 did, and it worked. And we pulled them last year the same year.
18 You just pull them from the back end and you, you know, put
19 some -- and you can pull them out, right.

20 Q. Yep, okay.

21 A. It's pretty easy to do that. So yeah.

22 Q. No, that makes sense. I'm tracking with you.

23 A. Yeah, but I didn't retrieve them, they did. But they're a
24 pretty competent crew, and they did a good job. And apparently,
25 they're on their deck. I saw a picture of them, so that's good.

1 Q. Okay, well, that's good. All right. So now we've talked
2 about the mooring system. We've talked about 2019. 2020, while
3 you were out there, were you on the barge the whole summer or
4 would you come and go?

5 A. I was on the barge, for all practical purposes, the whole
6 summer. I made a few trips to town but never got off the boat in
7 town because of the COVID thing.

8 Q. Oh, of course. Okay.

9 A. So I would make a run into town to say, go get some parts and
10 come back. But that's all I left the barge -- so I never actually
11 -- well, I set foot on the sea wall. But I never went off the sea
12 wall from that barge, from the time it got there until we went on
13 the beach. We fixed -- you know, I never went ashore, as it were.
14 Let's put it that way.

15 Q. No, understood.

16 A. (Indiscernible.)

17 Q. Okay. So from your memory, obviously you didn't encounter
18 any weather as bad as the end of August. But the storms that came
19 in throughout the summer, did any of them give you any problems or
20 concerns?

21 A. Yeah, they did actually. They gave us a lot of concern
22 because the attachment of the two barges. And the attachment on
23 them was -- the two barges would work against each other, right.
24 And the arms that were -- that separated them lost their rubber
25 padding, so they got to banging a lot. So what we ended up doing

1 was we would just separate the barges when there was any weather,
2 and just hang off on the line so that they wouldn't -- just so
3 they wouldn't chafe basically. But there was a lot of chafing
4 issues with the bridges and attachments, you know, so --

5 Q. Okay. But it was nothing that you couldn't handle with
6 either the crew that you had on board or the material, whether was
7 a mooring line or a cable or a chain or whatever that it took to
8 make the vessel secure for that weather event?

9 A. Yeah, roger that. So the real issue wasn't -- we had like
10 six lines attaching them together. The issue was is that we were
11 trying to move fish across to the other barge, right? And so the
12 ramp that tied them together was always a bit of an issue, right,
13 because safely going between the barges in rough weather was
14 common. We had to stop moving things between them. So it wasn't
15 an issue with them going away. What was an issue was that you
16 couldn't move fish across the gangway when they're both bouncing
17 up and down. So we would remove the gangway on the other one, let
18 the one barge back so they wouldn't touch each other, right?

19 Q. Right.

20 A. And then just hang on the lines. And then it rode very
21 nicely when we did that. But, of course, we're in the fish buying
22 business, so we were trying to, you know, leave the ramp up
23 whenever we could have the ramp up, right?

24 Q. Right.

25 A. Like, but it was not an issue with losing the barges or

1 anything. It was an issue that it's banging around, that
2 basically you've got two items that are 150-foot boats, and
3 they're in seas that aren't in sync with each other necessarily,
4 right?

5 Q. Sure.

6 A. So --

7 Q. Okay, so -- okay. Just so I understand how the operation
8 works, do the -- *SM-3*, you would buy fish off there and you would
9 freeze it in the freezer on the main deck of *SM-3*?

10 A. Right.

11 Q. And then when it's frozen you would move it to the holding
12 barge?

13 A. Yep.

14 Q. Okay. Where would it go after the holding barge?

15 A. So from the holding barge, we had a contract vessel that
16 would show up called the *Fast Scout* that had six container vans on
17 its deck. And then they would tie up to the holding barge and
18 then we would transfer those fish onto those container vans. And
19 then they would take them to town, to Dillingham.

20 Q. Okay. Would they come with regularity? Or would they wait
21 for you to call them?

22 A. They'd -- we'd call them. So we would just -- like we would,
23 you know, weather dependent and things like that. Yeah, so we
24 would call them when we had enough fish to fill the six cans on
25 their deck, and then they would come. And we would transfer them

1 all across, and they would go back to Dillingham.

2 Q. Okay. That makes sense. Okay. So now we're coming up on,
3 let's say, the end of August. And now you're finished processing
4 fish. Do you recall when the holding barge was disconnected from
5 the SM-3 and sent up the Wood River?

6 A. Yeah. Well, it didn't go up the Wood River this year. It
7 went up in 2019. It got put on the hard in Dillingham this year,
8 where it is right now.

9 Q. Okay.

10 A. And I could probably give you the date. It was a few days
11 before this, like 3, 4 days. We knew this storm was coming, and
12 so we kind of pressed things to get that one out of the scope,
13 right, to get us down to one barge. And we were contemplating
14 getting this one over to Naknek at the same time, but we felt it
15 wasn't enough time to do it safely and not get caught on the water
16 towing it in this weather, right?

17 Q. Right.

18 A. We made a deliberate decision saying, we got weather coming
19 in, in 2 days. Can we get this safely to Naknek, or is it going
20 to -- we're going to get caught in the middle of the tow? And we
21 got -- the other barge left like 3 days or 4 days before, because
22 that window was not very long, and we deemed it not long enough to
23 safely move the barge. And then being in river, you're on the
24 stream anchor, which obviously shows it didn't hold as good as the
25 regular mooring system, right?

1 Q. Right.

2 A. It didn't hold how we deployed it. So I'm kind of glad we
3 didn't go that route, because that would have -- I felt like that
4 would have been bad judgment had we gone that way, right? But we
5 were -- you know, the whole thing was set up to do it. I just had
6 to call it off, right? So --

7 Q. Okay. All right. So you knew it was coming. You get rid of
8 the holding barge. Now it's the day of the storm, which we're --
9 our best records show was August 30th. Tell me what you remember
10 about that day.

11 A. So we knew the weather was coming in. So basically, we just
12 checked everything. We tarped the generators on the decks, you
13 know, the things you do for weather, and just had the crew, you
14 know, button down. We just had the -- the only crew we had on
15 board at that point was the people who were there selected to
16 actually, you know, put the barge away, put it up on the hard to
17 get it towed to man lines and things like that. That's why there
18 was only the six of us on there, whatever it was.

19 And so we had sent the *Seamount* into town, because we were
20 worried about that boat being out in the weather, right? And
21 having a boat tied up is actually pretty dangerous, right?

22 Q. Right.

23 A. But it's -- yeah, right. So we'd got all of the dock
24 sections, all the accoutrements, everything that was kind of, you
25 know, kind of would have some problems in a storm. We kind of

1 battened down the hatches as it were, right?

2 Q. Yep.

3 A. And then we sent all the small boats to town, right, which
4 they had a pretty good time with it themselves, because they
5 get -- the water went over the seawall where they were tied, and
6 they had to back it out and spend the night at the ramp to keep
7 that boat safe in the harbor, right, the same night. So two crew
8 members of the eight went on the *Seamount*, the skipper of the
9 *Seamount* and the deckhand, a seasoned deckhand. And the other six
10 stayed on the barge.

11 Q. Okay. So you got everything battened down and it's -- say
12 it's 6:00 p.m. or so. When does the weather start getting
13 noticeably worse?

14 A. So the weather actually got worse as predicted and then came
15 down about 6:00. Actually it was looking -- so it blew up to 50
16 or 60 at, I believe like 2:00 to 3:00 in the afternoon, and then
17 sort of -- there's a little bit of a lull in it actually, and then
18 it, you know, strengthened back up. But we -- that was predicted.
19 So we knew that.

20 So basically, the only thing that ended up happening that was
21 somewhat -- the kitchen equipment, the refrigerators and the
22 stoves are on wheels in the kitchen, in the galley, and they
23 started moving a little bit when the current changed, because
24 you've got the current and the wind against each other. And so we
25 went up and just put 2-by-4s on the floor to keep them from

1 rolling, right?

2 Q. Okay.

3 A. And we did that, I'm going to guess that would be about 7:00
4 or 8:00 at night. But -- and we -- I took the TV down that was in
5 the lounge. But basically, we were all sort of in the galley and
6 kind of doing the -- I'd actually gone to my -- I was in my bunk
7 sleeping when the thing separated, right? In my room. So we were
8 just riding out weather like you do on any other boat, I think.
9 We were kind of -- I was -- I'd get up and do rounds and check and
10 see if everything was good. But basically, even that's pretty
11 limited, because you don't want to endanger people on the outer
12 decks, right?

13 Q. Right.

14 A. So you kind of keep it like that.

15 Q. Okay.

16 A. You don't send people out on the weather rails and stuff like
17 that when it's not nice out, right?

18 Q. Right. When did you realize the barge had broke loose?

19 A. Well, I could tell by the motion of the boat that -- when it
20 broke loose it turned sideways and, you know, I could feel it. I
21 woke up because I could feel the motion change in the barge,
22 right? And it had been riding very well, actually, until then,
23 you know, in terms of riding.

24 The wind was, you know, worried about it blowing things away,
25 you know, because there was -- you could -- it took two people to

1 open the door, right? A man door, right, because of the wind
2 pressure on the doors. So once it broke loose, then we
3 immediately went with a crew to setting the backup anchors, which
4 got deployed in like 5 minutes, right? And then I proceeded to
5 try to get the second anchor in place, which we did.

6 And it -- we -- it was about a half-an-hour of -- we got the
7 first one in, in like 5 minutes, and it was like 25 minutes. We
8 had to use a crane to swing the other anchor over, you know, to
9 get it into position, right, because it was hanging off the stern.
10 Had to be put into position to get attached.

11 The other crew members were getting a line together and
12 things like that, right? We had -- so they were doing that. So
13 everybody was working on deck. All had PFDs on, because that's
14 the rule on the boat is you have a PFD on when you're working on
15 deck at that point. And so we were all there, and then we ended
16 up on the beach, you know, which it was pretty evident once we hit
17 the beach we were on the beach.

18 And it was pounding on the surf pretty good, right? Or, I
19 mean, it was wracking. So it would surge in and then hit the
20 beach and then, you know, jolt, right? And at that point, I
21 consulted with Zack and stuff, Zack who is the barge manager and
22 stuff, and we decided that we were looking at the house, and the
23 house would wrack when it hit the beach, right? It would move.

24 And he went upstairs and said, yeah, there's motion up there,
25 right? And we were worried about the very upper deck collapsing

1 and hurting somebody. So we made the decision, said, look, we
2 need to move to a safe spot. And the surf on the beach was not a
3 safe option to try to go through the surf on the beach, right?
4 (Indiscernible).

5 So I determined that the best place would be down below in
6 the hold because it had a good bottom. We were on a sand beach,
7 and if the decks collapsed, there was nowhere to be where it might
8 not collapse on you, right? Is that -- that makes sense?

9 Q. So far, yep. Go ahead.

10 A. So --

11 Q. Okay.

12 A. Yes. So looking at the situation, we had surf that was going
13 to be very difficult to get people through to get them up on the
14 hard, but we were in the surf, which means that we still had the
15 tide coming in, means that even if we like flooded, remember we're
16 in the sand now, right? So it's not going to flood high. So it's
17 not like we're going to sink and drown at this point, right?

18 Q. Right.

19 A. Our danger is mechanical, right? Things shifting and
20 crushing people was what our danger was, right? So what we did
21 was we chose to go down in the middle sections where -- we started
22 in the first -- in Bay 4, but I deemed in there that there was
23 enough machinery that could break loose that we had a lot of
24 danger that if it listed something terrible, you know, with the
25 house and stuff, right, that like there's a 1,000-gallon water

1 tank, a 2,000-gallon water tank, and that thing could break loose
2 and crush somebody here, right?

3 Q. Sure.

4 A. That's our major danger, right?

5 Q. Okay.

6 A. So we moved to the middle section of the barge, which had the
7 tanks, and we did that because the tanks are built in such a way
8 that they -- first of all, they don't weigh anything, because
9 they're empty aluminum tanks. And they're actually captured in
10 the structure of the boat very well, right? They're not just
11 bolted in. They actually go around the I-beams and have the
12 structure going through them, right?

13 We cut -- we made the tanks go around all the structure down
14 there. So the -- I felt there was no chance that those were going
15 to come loose and crush somebody, right? Falling objects -- there
16 were no loose objects in that bay to hurt somebody, even if it
17 got, you know, really violent. Plus we had four escape hatches
18 should something uncertain happen, right? If it tipped over or
19 something, we have four ways out of this area, you know, to get
20 out where we can go up, right?

21 Q. Right.

22 A. And so that was the safest place to go with the six of us.

23 Q. Okay.

24 A. And that was deemed by me.

25 Q. Okay. Do you have any indication, or do you have an

1 anemometer or anything that indicated what the actual wind speed
2 was when it peaked?

3 A. We don't, but the guys at Ekuk told me they measured -- one
4 of them measured 75 miles-an-hour, and the other one said 85
5 miles-an-hour on theirs, but that's on the beach at their houses
6 there. We were out on the open ocean, so I'm going to guess --
7 that's why I've been calling it 80. It seems like a good middle
8 ground there.

9 Q. Okay. So if you were to estimate the seas, how tall were
10 they?

11 A. You know, I was estimating it -- so, of course, on the beach
12 is a different thing altogether, but it was 8- to 10-foot seas, I
13 would have estimated, being on the water when we were out on the
14 buoy there. And we weren't -- they weren't washing over the bow
15 at that point. We were getting tons of spray, you know, and white
16 water, but we weren't getting like green water on the deck or
17 anything like that. So until we were in the surf, we were
18 actually doing quite well in those respects, right? We weren't,
19 you know, hammering into it really hard at all, actually.

20 Q. Right.

21 A. It was riding pretty well.

22 Q. Okay.

23 A. Seas were, like I say, 8 or 10 feet, something like that.
24 But it's really hard to tell in the water --

25 Q. Sure.

1 A. -- when you're looking at seas, and it's dark at this point,
2 too, right? So I hate to put anything out there. It's like the
3 windspeed. What's the windspeed when you can't open a door, you
4 know?

5 Q. Right, right. No, I just --

6 A. It's a lot.

7 Q. Ballpark, best guess, that's all I'm looking for.

8 A. Right. That's the best guess I can get, talking to people
9 who actually had anemometers. I've heard all kinds of things.
10 But that's -- and it was predicted at gusting to 60 or, you know,
11 or more. So we were -- we understood we were in for some wind,
12 but I don't think quite as much as we actually received.

13 Q. Right. So for the wind, was there much damage to the barge
14 because of wind, or was all of it because of when you got in the
15 surf and doing that wracking and jolting that you were talking
16 about?

17 A. So the siding was -- came off on the back side of the barge,
18 I noticed, and that was wind damage, right? The backside of the
19 house didn't collapse. It was just the front end of it, right?
20 So it kind of tweaked it. But there's actually one column that's
21 actually still straight, you know, like a pivot point on the stern
22 quarter, right?

23 And the siding, when that turned around and that went into
24 the wind at that point, and there's a lot of siding missing, and
25 that's not because of damage of wracking. That's just -- it was

1 ripping siding off, you know, the barge. It didn't take any
2 roofing off, but it did take a bunch of -- it was taking siding
3 off, right? And that's not from the mechanical damage. That's
4 just from the wind.

5 Q. Okay. And then the wracking itself, that was from just being
6 in the surf before the barge settled and being stuck into the
7 sand?

8 A. So what happened is at like 10:30, somewhere in that
9 neighborhood, when we broke loose, right -- and again, I wasn't
10 looking at my clock or anything. I mean, we were trying to deal
11 with an emergency. But about 10:30 it broke loose, and we washed
12 up into the surf. And high tide by the book was about 2:00 a.m.,
13 according to the book, right?

14 So I knew we were going to be in this for a couple hours
15 until it settled, right? Because even if it settled, if it
16 doesn't flood, which it wasn't at the time, right, wasn't
17 flooding, then it's going to keep floating up. So even if it
18 settles, as the tide comes in it's going to keep moving, right?

19 Q. Right.

20 A. So we were down below, and we knew when the house gave way
21 because the list changed, right? So we'd been listing a little
22 bit, you know, to port, and then all of a sudden, we took a
23 10-degree list to starboard, right? And that means that the house
24 or something big moved, right? And it'd have to be something that
25 big to get us that kind of list, right?

1 Q. Sure.

2 A. That's a steep, flat-bottom barge. So we knew the house had
3 had problems. And then at that point, there was some impulse with
4 the crew, particularly one member, who wanted to go up and do
5 things. And there were some things that I would have liked, like
6 our 4-inch Honda pump was in the fish house. That would have been
7 very helpful for, you know, pumping out like when we did start
8 taking in water.

9 But at that point, I deemed no one could go up on deck,
10 right, because the -- going up on deck means that this thing can
11 fall at any time, right? We know it's compromised, we know it's
12 just pulled over, so I demanded that everybody stay put because
13 the danger being on deck was far more -- I felt the danger was
14 that as long as we're in huge motion, and we've got an unstable
15 structure, that the danger was going to be to the structure
16 falling on somebody or crushing someone, right?

17 Q. Right. Absolutely. Okay.

18 A. I decreed that they shouldn't go up and deal with this on
19 deck until we settled, right, until we stopped moving. Once
20 you're stopped moving, you don't have any dynamic forces on it,
21 then you can kind of go through the wreckage and get out, right?
22 But until then you're taking a lot of risk. So everybody was
23 required to stay put. It -- we didn't settle until like 4:00 in
24 the morning. So it took about -- I'm thinking about somewhere
25 between a half-an-hour and an hour before the house actually fell,

1 broke.

2 In other words, we were wracked around for an hour before it
3 finally let loose. And then we had another 4 hours when we were
4 listing 10 degrees, floating, and kind of having waves crash
5 against the side of the vessel, right? So it was pretty
6 disconcerting, the noise and stuff like that, and the wind, but I
7 think that's the safest place to be.

8 And then once we finally settled at 4:00 in the morning,
9 people were sleeping, you know, and stuff like that. So most
10 people just slept for a while there and stuff like that. But
11 that's when we actually could get out. And when the tide came out
12 enough, we could go out onto the beach and, you know, off the
13 boat.

14 Q. Okay. So that probably takes you up to around 7:00 or 8:00
15 in the morning then?

16 A. Yeah. Right. So we kind of settled at 4:00 but, you know,
17 it's still water all around the boat and still heavy surf, but we
18 weren't crashing at that point. We were settled, right, by about
19 6:00 or 7:00 or something in that neighborhood. I don't know
20 exactly the time on that. I was pretty tired. I was pretty
21 hypothermic, actually. That was one issue, we didn't have any
22 heat or light. That was pretty hard when we were all soaking wet
23 from being, you know, deploying the anchors and stuff. So yeah.
24 Yeah.

25 Q. Okay. So no heat or light. Did the barge have power and

1 then how did it lose power?

2 A. Yeah, so when we went on the beach, and I think at the time
3 when the house went forward and shut the generators off so you
4 don't start a fire or anything like that with electrical, right?
5 Because, you know, just shut everything down and close the
6 watertight doors on that side, right? Because that actually had,
7 you know, that had ventilator holes in it, so that's a place where
8 water was coming in from, you know, splashing up on the deck,
9 right?

10 The rest of the barge is sealed, so we didn't take on any
11 water in those -- or very little in those compartments. But that
12 one was taking on water, so I did shut the generators down and
13 closed down -- closed the fuel off and things like that on the,
14 you know, just sort of --

15 Q. Sure, that's --

16 A. -- prepared it.

17 Q. That makes sense. That was a good move. I was just asking
18 if you did it intentionally or if it just shut down on its own
19 somehow from water damage or mechanical damage or anything like
20 that. So I got that you shut it down intentionally, so okay.

21 A. Yeah, we shut them down.

22 Q. Yep, yep. Okay. So now you're coming off the barge and did
23 anybody need to go seek medical attention?

24 A. Not to my knowledge, no. Nobody had any -- there were no
25 scrapes, bruises, or anything like that. If anything, people were

1 cold. I certainly was, you know. I was soaking wet all night
2 and, you know, wasn't pleasant that way. But no, I'm not aware of
3 anybody having even like a Band-Aid or anything. It wasn't that
4 kind of a situation.

5 Q. Okay. Well, that's really fortunate.

6 A. Yeah, right. Yeah.

7 Q. Okay. So after you came off the barge, did you -- what
8 happened then? Did you go into town or somebody come pick you up?
9 Or how did this all come to an end?

10 A. Yeah. So some people on the beach picked us up and took us
11 into -- and put us up, basically. So fed us and gave us a place
12 to stay and everything like that, in Ekuk. Two guys showed up
13 with their trucks and just gave us rides into town and people got
14 -- actually, people went up and got some of their clothes and
15 stuff like that, stuff to stay warm. So they grabbed their stuff.

16 And I'm not sure, actually, how that worked out there. But
17 some people got some clothes and things like that out of the
18 wreckage. I don't know. One side was open, and I think most of
19 those guys lived on the side that the things were open. So I'm
20 not sure they didn't just grab them right there out of the beach
21 or out of the side of the house that was just open with their
22 stuff spewing out.

23 Q. Oh, okay. Yeah, I think Jeremiah yesterday told us that he
24 was able to go back up and grab some personal stuff for people.
25 So maybe that was what happened.

1 A. Yeah, right. Anyway, people did get some of their personal
2 stuff. I noticed they had when we were actually at the place
3 there and stuff. And I did go around and to try to see what the
4 damage was and secure things, you know, if there was any hazards
5 myself. And I did -- but I had a skiff suit that was right in the
6 -- at the top of the staircase that you went up to to sort of
7 survey it, so -- but yeah, I noticed that everybody had some
8 stuff. So I think they went up and got their personal things out
9 of there, just as a matter of a personal thing themselves, right?
10 It's what people do, I guess.

11 Q. All right. Okay. And then, how did everybody get out of
12 Ekuk back to wherever they went? Did somebody come pick them up
13 or --

14 A. Well, so they were --

15 Q. -- directly out of Ekuk?

16 A. Yeah, so we stayed there in the housing there, and then I
17 think they just flew with Jerry back to Dillingham, and then they
18 stayed at the -- the office has like a bedroom and a kitchen and
19 everything like that. And I didn't go. I stayed in Ekuk, so I
20 don't know what those guys were -- Zack was kind of tending to
21 them, and I think they went there and then flew home when they
22 realized that they weren't going to be needed for like salvaging
23 or anything like that.

24 So they hung out for a couple days to see if they would be
25 needed to like, you know, move stuff or salvage or anything like

1 that. And then it became apparent that that's not what was going
2 to happen there, so they just all went home, I think, with the
3 exception of Bill and Rosie and Jeremiah and myself, who are --
4 who -- Bill and Rosie were running *Seamount*, and Jeremiah and I
5 were -- stayed behind just to watch the barge and make -- you
6 know, kind of secure it and all that kind of stuff.

7 Q. Okay.

8 A. So we stayed in Ekuk until it was evident that, you know,
9 everything was where it was.

10 Q. Right. And then when Jack McFarland and the salvage
11 assessor, insurance surveyor, whatever they call themselves, when
12 they all came, you were there?

13 A. Yes, I was there, and Jeremiah were there, and we were given
14 instructions not to touch anything until they looked at it and
15 could, you know, determine and take pictures and everything else
16 like that. So we, you know, we tried to be completely compliant.
17 So we did. They showed up. We went and looked it over and, you
18 know, they took pictures and all that stuff, which I'm sure you've
19 seen.

20 Q. I have, yes. Okay. Well, I think that pretty much covers
21 it. Do you have any idea what's going to happen to the buoy?

22 A. So the buoy -- well, the insurance -- Jack asked -- so he was
23 very quick to -- I took pictures, because I unattached it so I
24 could use those chains to secure the barge down, but I took
25 pictures of it as it was, which I think you've seen, too, attached

1 to the chain, right, before I -- I just pulled it out of the sand
2 and took pictures, just so if there was any question about the
3 attachment or anything that you'd have a photographic record of
4 what shackles were on there and blah, blah, blah, right?

5 Q. Right, right.

6 A. So I took pictures, and then he wrote on it and saved it, and
7 we have our part saved there in Ekuk. As he said, they want to
8 have that because they, you know, they want to investigate that,
9 because they believe that that's the, whatever, the cause that put
10 a problem here, right?

11 Q. That sure seems that way. I mean, I can't make a conclusion
12 yet, but that's sure what it's looking like.

13 A. Yeah, I mean, like I say, you're right, it's not for me to
14 make the conclusion, but certainly it's -- but we've saved --
15 they've saved -- purposely saved everything for that reason. And
16 the insurance company wants all those parts, because I believe,
17 but I don't know, but they want to investigate that for failure.
18 That's what they've identified as the root cause here and they
19 want to investigate that further.

20 So they -- all the pieces were saved. The buoy was floating,
21 even though it's got foam beads in it, and the top ripped off it.
22 I didn't look at it, but the guy who retrieved it said, yeah, the
23 buoy was out there, although the other buoys are what they
24 retrieved it from, right? So we had the lines on the back of the
25 anchors. So even if that had sunk, we were going to get it back,

1 right? So we pulled the anchors because it was attached to the
2 anchors, and we had other buoys on those anchors. So yeah. So
3 those are all secure somewhere to be looked at or whatever anybody
4 wants to do.

5 Q. Okay. Yeah, I knew -- I think Ben had told me that the buoy
6 itself is in Dillingham but the broken piece was still with the
7 barge.

8 A. Yep, yep. And it's small enough, the broken piece, they
9 could be put together. I just was asked to keep it secure, not to
10 lose it, so it's at somebody's house there in Ekuk because the
11 problem is locals are scavenging things, and so we didn't want
12 to --

13 Q. I can imagine.

14 A. -- get it lost in the sand or anything like that. Yeah,
15 believe it or not, we had some 2-inch, you know, really, really
16 stout lines, and we tied the thing up as soon as we got on the
17 beach, and the next day we came back and they stole the lines off
18 it. Of all the things --

19 Q. Really?

20 A. -- to steal. They stole the damn tow lines, the securing
21 lines on it. I was like, for crying out loud. Of everything on
22 this beach that you can steal that's valuable. Full, brand new
23 propane bottles, you know. Stealing the tie up lines on a boat?
24 It was --

25 Q. Well, you know, people got different priorities.

1 A. Yeah, right. But I just thought, wow, I, you know, I can
2 understand picking stuff up that's floating around on the beach,
3 but the tie up lines on it? I was like, wow, this is outright
4 robbery. It's not even plausibility. This isn't finding a \$100
5 bill on the street. It's literally going into a bank with a gun.

6 Q. Wow. That's true.

7 A. You know, and the rest of it could be considered finding a
8 \$100 bill on the street, you know. So I was like, well, whatever.
9 But the point is that we did secure it, so it's not going to get
10 inadvertently, like the chain, stolen and it's on the end of it.

11 Q. Yeah. How about just another question or two and then I'll
12 turn it over to Jon? I'm sure he's got some follow-up. But how
13 about for the emergency instructions that are supposed to be
14 posted and the part of the training that -- the drills that are
15 regularly conducted?

16 A. The drill instruction, yep.

17 Q. Yeah, did --

18 A. Yes.

19 Q. Did -- so the general instruction for -- it's just for
20 flooding and fire, abandon ship or whatnot. Did you talk about
21 your emergency procedure in case the barge broke away, where you
22 were going to try to drop those extra anchors? Was that a
23 pre-planned event, or is that something you came up with on the
24 fly during the emergency?

25 A. That was more or less on the fly because, remember, we had

1 the two barges. It had only been a day since we had them
2 separated, and I put those back there. So mostly, they were --
3 that was the plan. We always had the plan -- the single anchor
4 that was on there. And there are people -- Bill understood how to
5 deploy it. Other members of the crew did. Now, crew members like
6 David and stuff weren't there anymore because, remember, we were
7 back down to a skeleton crew for moving the barge. We weren't
8 even operational. That's important.

9 So during the operational part, we had drill instructions.
10 If we'd have had crew on that wasn't crew, like processing crew,
11 they went through the drill training. And I believe Rosie's a
12 drill instructor. I believe Jeremiah's a drill instructor. I'm a
13 drill instructor, but I didn't carry out the drill instructing on
14 this. But they would have done that.

15 And then all the placards and all the gear were in the first
16 room at the top of the staircase when you went down on deck,
17 right? So the PFDs, which were required for being on deck, you
18 know, for working on deck, were all stored there. And people were
19 good about wearing them, I've got to say, to the best of my
20 knowledge. I certainly always wore one. And as well as, you
21 know, on that but -- and the placards would have been in that room
22 as well as the radios and the -- everything that went with that,
23 right?

24 Q. Okay.

25 A. So the radios, the (indiscernible) alarms, the -- all that

1 was in that first room there.

2 Q. Sounds like a good place to centralize it all.

3 A. Yeah, yeah. No, it was not -- yeah.

4 Q. Okay. Well, like I said at the beginning, I'm glad that
5 there was no casualties. I'm sorry you lost your barge.

6 A. Yeah.

7 Q. But your property can be replaced. So not to make light of
8 it but, you know, that's how it is.

9 A. Well, there were -- you always, as management, you're always
10 making decisions. And like I say, one of the decisions was we
11 could have gone out -- we have a 4-inch Honda pump on hand as a
12 matter of course all the time, right? Because it's a -- it's
13 still (indiscernible) voids when you're taking on water, right?
14 They take a lot of water. And the hoses that went with it were on
15 deck.

16 And as a matter of fact, our standard pump had failed about 3
17 weeks prior to this. It had eaten apart inside of it. And it was
18 so late in the season that one of the things was, well, should we
19 just replace it for next season? And we had one flown out,
20 actually. So we had a brand new Honda pump on hand when this
21 happened, because I was like, well, no, you know, it's only 2
22 weeks and we're out of here, but we need to have that pump on
23 board. And it was there, and it was in the fish house.

24 But the decision was, like I say, was not -- a flooding
25 hazard was not our major hazard. Our major hazard was falling

1 objects, right? So I made the decision to leave the pump in the
2 fish house after the house -- you know, that it was too dangerous
3 to go in and retrieve it, although it would have been quite a nice
4 thing to have pumped out like that engine room. We wouldn't have
5 lost nearly as much if we would have been able to do that. But as
6 you point out, that house can be replaced.

7 The engine room is, yeah, it might be \$1 million, but it's
8 nothing compared to somebody losing their hand or their life or
9 their leg, whatever, you see what I'm saying? So a lot of these
10 decisions were driven by that, purely a safety concern at that
11 point, right? And I think that would be -- like I say, there were
12 options to be unsafe to do this, but none of those were taken.
13 They were all done with safety and only safety in mind. And the
14 barge took a toll for it, you know? But that's the way it goes,
15 right, so -- and I feel good about that, right? Because sometimes
16 in the heat of things, it's hard to have good judgment on that,
17 necessarily, right?

18 Q. No, I --

19 A. (Indiscernible) trying to save the boat instead of save the
20 people, right? And sometimes saving the boat is saving the
21 people, but at some point, it's also just risking people to save
22 your property, and that line we didn't cross.

23 Q. Right. No, I praise you for what you did. I think you
24 handled yourself and the crew handled themselves very
25 professionally.

1 A. Yeah, I was happy with us, too.

2 CWO ██████████ Okay. Well, I think that's pretty much all I
3 had -- wanting to ask you and have you tell me.

4 So, Jon, if you've got anything that you would like to follow
5 up with, now is a good time to go ahead and do that.

6 MR. FURUKAWA: Okay.

7 BY MR. FURUKAWA:

8 Q. Hey, Pat.

9 A. Yeah.

10 Q. Let's see. You said that the insurance assessors, they're
11 going to do a report. Can we get a copy of that report?

12 A. I believe so. Remember, I'm not -- I was just there giving
13 them a tour, which means that like don't walk over there because
14 this and that. So I was just listening to their conversations.

15 Q. Right.

16 A. I was eavesdropping because I was interested in it.

17 Q. Right, but as the owner --

18 A. But that was the drift I got on it.

19 Q. As the owner, they'll probably provide you a copy, correct?

20 A. If they do that. Like I say, they were saying, hey, we need
21 that piece; you need to secure this piece. And I'm assuming it's
22 because they want it for these reasons.

23 Q. Yep.

24 A. And that's seems to be the drift of the conversation. So I'm
25 not ascertaining that they're writing a report.

1 Q. Okay.

2 A. I don't know that for fact. I'm just saying, I'm surmising
3 that off of what they were asking me to do. And I don't have
4 control over that either. It's not my -- it's in their hands.

5 Q. Okay.

6 A. So I don't want to overstep --

7 Q. But if they do it, please pass it to us if, you know --

8 A. Pass it to you?

9 Q. Yep.

10 A. Okay. Yes, I can do that, if --

11 Q. Okay. And for the buoy photos --

12 A. Yep.

13 Q. -- if you can get them like a higher definition --

14 A. Okay. I've got -- you want me to send it in the highest
15 definition I have off my phone to you guys right now? I have one
16 picture in my phone.

17 Q. Yes.

18 A. The other one didn't take, but they could be gotten better
19 pictures if you'd like. We have people on the ground. I could
20 send somebody to get better pictures.

21 Q. Okay. Yep.

22 A. Shall I do that?

23 Q. Yeah.

24 MR. FURUKAWA: [REDACTED]

25 CWO [REDACTED] Yes. Better resolution would -- might help in

1 trying to figure out what exactly failed on that buoy.

2 MR. GLAAB: Yeah.

3 MR. FURUKAWA: Okay.

4 MR. GLAAB: Yeah, they just sort of ripped the steel on it.
5 It's pretty amazing.

6 BY MR. FURUKAWA:

7 Q. Okay. And one of the --

8 A. And there was weld there, which was interesting. And they
9 just ripped the steel out, but --

10 Q. One of the guys that we were interviewing said that the part
11 that was ripped, it wasn't all one piece. It might be two pieces.
12 Is that correct?

13 A. I don't know. Like I say, I only saw one part of the puzzle,
14 so I can't -- I don't know if there's any pieces missing. It
15 could be, but I can't imagine, how would it, you know, when you
16 tear metal like that, really hard to get a piece to fall off,
17 right? Because usually there's just a little something hooked on
18 or something, you know? But whatever. That's just from
19 metalworking.

20 But I can get you picture of both of them. I haven't
21 actually seen the ball myself, right? All I saw was the picture
22 you probably saw, and it looked like that. So what I'll do is
23 I'll send you the one picture, or two that I have.

24 Q. Okay.

25 A. Just the lash up, as high definition as I can, and I will try

1 to get Bill and Rosie to each take pictures of the two. Because
2 one's in Ekuk and one's in Dillingham right now, and get you high
3 resolution pictures, ten of them or something, that you can, you
4 know, as much as you can get on that. Does that sound like an
5 idea?

6 Q. Yeah. Yep. So long as it's safe.

7 CWO [REDACTED] Yeah, that's a good idea.

8 MR. GLAAB: Okay.

9 BY MR. FURUKAWA:

10 Q. And who's Bill and Rosie?

11 A. Bill and Rosie are our two representatives that are there.
12 There's a skipper and a deckhand on the *Seamount*, which are
13 landing crafts, and they're also -- Bill was the maintenance
14 person on the boat, so he's very familiar with the fuel systems
15 and all the systems on the boat, right?

16 So he's in Ekuk, and he's working with the little bits of
17 holes we talked about early on, the weeping and stuff. And they
18 also put a dead head in yesterday, you know. So they took some
19 big plate steel and wrapped it up with chain and stuffed it and
20 dug a big hole in the beach and tied it off. So he's handling
21 that. And Rosie's running the *Seamount*, so she's in town with the
22 boat, you know, in case they need the boat for something.

23 Q. Okay. Is Rosie the captain or Bill the captain of the
24 *Seamount*?

25 A. Rosie is the captain of the *Seamount*.

1 Q. Okay.

2 A. And they were both -- neither of them were on the barge
3 because they were on the *Seamount* during this event.

4 Q. Yep. Let's see. Did you guys do any drills during this
5 season?

6 A. What's that?

7 Q. Did you do any emergency drills this season?

8 A. Yes, we did.

9 Q. Can you describe it?

10 A. Well, I was not conducting the drills. So typically, they
11 would be -- they would wait until they had all the processors on
12 board so that everybody was there. So it happened in the first
13 couple of weeks as they got there. And then they would do
14 survival suit training. They would do man overboard training,
15 fire training. They typically -- and remember, I'm just watching
16 this from the outside because I was a manager on there. The -- so
17 they would do -- they'd break up into two groups and two different
18 people would brought them through all the aspects of the drill
19 instructor deal.

20 So they would -- they just went through the standard
21 procedure with the paperwork on that, you know? Checked off all
22 the things. Everybody gets in a survival suit within a minute,
23 you know, and they would do other parts of it. And we were
24 particularly worried about people falling overboard, so I know
25 that was a little more intensive than other parts, because that

1 was our biggest worry.

2 Q. Okay. And you did this to a checklist?

3 A. Yeah, yeah. They're -- yeah, they did it with -- I know
4 there's paperwork with a checklist. And it certainly was
5 deliberate, as in the different parts of it. So there's the
6 survival suit part of it, there's the man overboard, there's the
7 radio call part of it, there's the fire part of it. I know that's
8 a lot of, you know --

9 CWO [REDACTED] There's ten specifically by the regulations.
10 And you can always, as a company, add more, but there's ten that
11 they want to see specifically in --

12 MR. GLAAB: Right.

13 CWO [REDACTED] -- for the fishing rigs.

14 MR. GLAAB: Right. Yeah. So whatever the list that they
15 went through. I'm saying from watching a group showing up doing
16 this, I remember walking through it and there's -- they're all
17 cuddled around the radio going this is the way this works, this is
18 this.

19 I know they were on the back deck doing the point and this
20 and that. I know I saw them putting on survival suits and, you
21 know, all the crew members having to do it and some of them being
22 very difficult with it, you know, in terms of -- you know, I
23 remember specifically, for instance, we had a person who had
24 religious -- with their hair and their face coverings, and it was
25 kind of a deal of how do we get them to do this survival suit

1 thing because of their religious issues, right, and, you know, we
2 had to do it in a private room.

3 But I'm saying, everybody to a man went through these things.
4 And those are things I remember just anecdotally from being there,
5 not running it.

6 MR. FURUKAWA: Okay.

7 MR. GLAAB: The program.

8 BY MR. FURUKAWA:

9 Q. Okay. Do you guys keep copies of that, or is it a logbook
10 or --

11 A. So the paperwork is all in the office, which is now kind
12 scattered all over -- wherever it is in the beach. And I've asked
13 Bill about that, and it's a mess. So I don't know if there is any
14 hard -- I know it was done on paper.

15 Q. Okay.

16 A. And it was in a binder of some kind, but where that is, I
17 don't know.

18 Q. Yep.

19 A. But I will find out. And by the way, we had more than one
20 drill instructor. And so sometimes that confused '19 with '20,
21 but I can't remember who was doing the drill instructing.

22 Q. Okay.

23 A. But I can find that out.

24 Q. Okay. And so you, Rosie, and Jeremiah are drill instructors.
25 Did you go through that AMSEA course?

1 A. Yeah, we're -- yes. Right. Yeah. I'm pretty sure that's
2 the case. I don't want to -- I know Rosie has because she runs
3 the same boat, and she has to have it on that. And I went through
4 it 10 years ago just as a matter of good course, but -- so, you
5 know, I've been through it. It's been a while since I've had to
6 do anything with it, but anyway.

7 Q. Okay.

8 A. So -- and I'm pretty sure Jeremiah does and possibly Zack
9 does also, but I'm not sure on that. It's a popular thing to be
10 brushed up on here if you're living on the water.

11 Q. Okay. Let's see. How large of a crew did you have on board
12 this season?

13 A. I think our peak was about 32 or 34 people on the boat.

14 Q. Peak season? Okay.

15 A. Um-hum.

16 Q. Okay. Let's see.

17 A. And it's a really short season in Bristol Bay so, you know,
18 there -- most of those people are only there for a month, right?
19 Oh, are you still there?

20 Q. Yes. Thanks.

21 A. Still there? Okay.

22 Q. Yep. And did you keep a deck log?

23 A. You know, I don't think we did keep a deck log as such as I
24 understand a deck log, and I don't --

25 Q. Is there some kind of logbook?

1 A. No, I don't think we did.

2 Q. Okay. Can --

3 A. If there's a logbook there, like I say, we're operating like
4 a barge. We weren't moving anywhere or anything else, so I didn't
5 understand that as being -- there may be paperwork, like I say,
6 you know. I'm not doing management on the barge, but I think
7 probably not, but -- because I didn't understand that to be
8 something that was required or --

9 Q. No, but if you can reconstruct the timeline for this past
10 season, you know, when you guys got out there --

11 A. Yeah.

12 Q. -- what time the -- or what -- when was the red salmon season
13 and when was the silver salmon season, those dates.

14 A. Right. Yeah.

15 Q. And then, you know, the timeline of the accident.

16 A. Yep.

17 Q. Okay.

18 A. I can line that out. I think you sent me the email as such.
19 I just haven't got around to it just because I've been flying and
20 pretty busy, but I haven't -- I did get it, and I have it. I'm
21 not boinking off with that.

22 Q. Right. Okay. Let's see. So the way the barge was anchored,
23 so was the anchor -- or the mooring buoy, was that attached to the
24 stern or the bow of the barge?

25 A. It was attached to the bow.

1 Q. Okay. And then it drifted --

2 A. (Indiscernible). Yeah.

3 Q. Say again.

4 A. It's an identical bow and stern on the boat except for
5 (indiscernible). So they typically will push it backwards when
6 they're -- when the -- like when we hire one of the push boats
7 versus the tugboats to move it. They'll push it. Like last year,
8 we were putting it out or putting it in the -- what's the name of
9 the boat? The *Miss Rebecca*. She's a push boat, so she would push
10 on the bow backwards, because basically the rake is identical on
11 both ends.

12 Q. Okay.

13 A. So bow and stern isn't really that meaningful.

14 Q. Okay. But the anchors are on the bow. And then as it was
15 drifting, it was drifting stern first towards the beach?

16 A. Well, actually, it was sideways, the beach, the blowing it.

17 Q. Okay.

18 A. But the -- first, the anchor's actually off the stern,
19 because that's where the winch is and everything.

20 Q. Okay.

21 A. So when we deployed the emergency anchor, then it would have
22 gone stern into the wind or whatever the prevailing forces were.

23 Q. Okay. Because when you guys were drifting, you weren't
24 connected to the anchor anymore or the mooring system, because
25 it --

1 A. Right.

2 Q. Because the buoy had parted.

3 A. Right.

4 Q. Okay.

5 A. So we were just purely adrift. They weren't dragging. There
6 was nothing hanging. It was just the chain with the remaining
7 part of the buoy on the end of it, hanging.

8 Q. Okay. And both emerged sea anchors went off the -- from the
9 stern.

10 A. Yep.

11 Q. And then I guess it swung you guys around so then you guys
12 were going to the beach bow first? Or were you --

13 A. Well, I assumed that. It was dark and that would have been
14 the force that was pulling on it. Yeah.

15 Q. Okay.

16 A. So yeah.

17 Q. Okay. And then when you got on the beach, you guys were
18 starboard side on the beach or portside?

19 A. Yeah. Yeah. Starboard side to the beach. So, you know, the
20 stern came in, obviously, and went parallel to the beach.

21 Q. Okay.

22 A. Starboard side to the beach.

23 Q. Okay. So you said that when you guys were on the beach, you
24 were listing the port, and then it shifted to starboard.

25 A. Right. So we have our normal list. It's flattened bottomed

1 so, you know, we had a tiny little bit of list to the portside.
2 And I think when it was on the beach that the starboard side was
3 actually kind of in the sand. So we had a little bit of a list,
4 you know, kind of floating list, as it was touching the sand.

5 Q. Okay.

6 A. But it wasn't very much. It was our normal sort of little
7 bit of list that you have with the bilge water that goes, you
8 know, one side to the other.

9 Q. Okay.

10 A. Because you don't have any (indiscernible) in the bottom, the
11 water all ends up in one corner.

12 Q. Right.

13 A. Right. Even if it's a hundredth of a degree, right?

14 Q. Right.

15 A. And then you have that weight over there, so it compounds it.
16 So we did that and then we went below, and then, like I say, it
17 was, whatever, 45 minutes or an hour or something like that when
18 we took the shift where, you know, the house fell to the starboard
19 side, right, and then gave us a list to the starboard side. And
20 then we had -- the list changed not to that side. And I'm saying
21 10 degrees, but you could walk on the catwalks without any
22 support, you know?

23 Q. Okay.

24 A. And it doesn't take a lot of list until you have to hang onto
25 something to walk on a catwalk and stuff, right?

1 Q. Right.

2 A. I remember people sleeping on the catwalk down there, you
3 know, sprawled out, and having to sort of step over them and walk
4 around them and trying not to disturb them. And I could do that
5 without hanging onto anything. So the amount of list is, you
6 know, not outlandish, right? You could sleep on the catwalk
7 without rolling off it, that kind of thing, right?

8 Q. So --

9 A. I'm trying to get a sense of how much list we're talking
10 about. I think it's helpful a little bit.

11 Q. Right. So about 10 degrees starboard list, and the port
12 list, you said a small -- a slight list was, what, one degree?
13 Two degrees?

14 A. Half a degree, yeah. One to half. Half to one. Something
15 like that, which is what would be a standard list on the barge,
16 you know, to have one degree to one way or the other.

17 Q. Okay. And then, what, about 10 degrees to starboard. And do
18 you know what time that was? You said 45 minutes to an hour?

19 A. Yeah. So 11:30, maybe, is my best guess. Again, I wasn't
20 really watching the time on these things.

21 Q. Right.

22 A. I just know we were down there for a while. Actually, there
23 was -- one of the screens down there had a UPS system on it, so it
24 would -- we had light because the screen was still lit up, even
25 with the power turned off. And I think it was still -- it was --

1 it had finally died. You know, the computer on that had finally
2 run out of its UPS battery before the thing shifted. About that
3 same time.

4 So there's some time lapse while we were down below before it
5 took the list. And like I say, I'd gone forward and shut the
6 generator down and, you know, and stuff, because of the hammering
7 and things like that. And closed the watertight door.

8 Q. Okay. Do you remember what -- about what time you shut down
9 the forward generator?

10 A. Well, sometime after we were on the beach, because all the
11 hydraulics and everything were off, you know, run off that
12 generator, right? So deploying the anchors and everything, all
13 the generators were running. So I don't know.

14 It was after we moved everybody down below because I started
15 thinking about, you know, this thing as in terms of, you know,
16 what's our biggest liability? Our liability is crushing, okay,
17 house falling off, whatever, like that. And actually, we thought
18 it would be the top deck because that was the one that didn't --
19 hadn't -- had no original support or structure or anything done to
20 it.

21 We put the (indiscernible) in it. Turned out they actually
22 held very well. In the aftermath, they're still good right now,
23 actually. The upper deck is still square with all the stuff on
24 it, right? The lower house is the problem. But when we started
25 looking into that, when I started thinking, okay, what do we have

1 to do, that's when I shut down the generators, you know, closed
2 the doors, kind of moved everybody inside. Say, okay, don't run
3 around up in top. Now we're in an emergency here. We need to,
4 you know, we need to stay here.

5 Q. Okay.

6 A. Right?

7 Q. Yep.

8 A. And ride this out.

9 Q. So the upper house was okay? It was the lower house that
10 kind of crumbled?

11 A. There's an upper deck that had like the floating dock
12 sections and had this and that on it, some totes, you know, of
13 just gear. Like, you know, spare valves and, you know, boots and
14 stuff like that, and then hose and stuff like that. Just nets and
15 things. That's what we keep up there.

16 Now, the nets were gone, because obviously, the season was
17 over. But there were a couple of floating dock sections up there
18 and stuff. And all of that, actually, it turns out, there's a
19 radio -- a satellite dish up there, a dome, as to be expected like
20 wow, that's -- that could get -- you know, it's up on the rail up
21 top like that. That's going to get -- but all that stuff sort of
22 stayed intact, right? That whole deck up there kind of didn't
23 come apart. It stayed intact on top of the next deck down. It
24 was the next deck down that had the issue, right?

25 Q. Okay.

1 A. The structure that was for the Atcos (ph.) that were there
2 when we got it, you know.

3 Q. Okay.

4 A. That makes sense?

5 Q. Yeah. You said you had all the communications equipment, and
6 I think you guys also had like an MMSID number. Did you guys have
7 AIS on board?

8 A. Yeah.

9 Q. You do have AIS? Okay.

10 A. Yeah.

11 Q. Let's see. Can we get your AIS number when you can?

12 A. When I can. I don't have it, but I can give it to you.

13 Q. Okay.

14 A. Yeah, you guys can probably track it that way, can't you?

15 Q. Yeah, I think we can.

16 A. Yeah.

17 Q. Let's see --

18 CWO ██████████ Jon, I sent you his -- a copy of his radio
19 license, didn't I?

20 MR. FURUKAWA: Yes. The only thing that --

21 CWO ██████████ That's listed on there.

22 MR. FURUKAWA: Okay. Okay. We got it then. Okay.

23 MR. GLAAB: And the only electronic thing I know I did is I
24 have an iPad that has a chart program on it, and I grabbed that
25 immediately because that's how you know whether you're dragging

1 anchor or not. And when we deployed the first emergency anchor, I
2 was really paying attention to see if we were going to be holding
3 or not, and to know whether it was dragging.

4 So I actually was watching on the chart, you know, while we
5 were doing this, and that I had on me at the time because that was
6 real pertinent information, right, for dealing with the problem
7 that we had, right? We need to know whether we're dragging or
8 not. So I was -- I did have a pretty good idea the track and
9 everything that was going on at the time, right? But that was the
10 only electronic stuff I was kind of dealing with because that was
11 on my person while we were down dealing with deploying the
12 anchors.

13 BY MR. FURUKAWA:

14 Q. Does that iPad have --

15 A. (Indiscernible) whether we were stopped or --

16 Q. Do you have playback on that?

17 A. What was that?

18 Q. Can you -- do you have like a playback?

19 A. I don't know if the track is still on there. It's pretty --
20 it was just a straight line, you know, to the beach. What I'm
21 saying is, is that, when we lost the first anchor, we deployed the
22 second anchor, and then it was like, okay, well, if this holds,
23 then, you know, whatever. Everything's fine, right?

24 Q. Right.

25 A. There's nothing, you know, there's nothing here, right? No,

1 I still have it on the track on here. But we deployed it, and we
2 deployed the second anchor, and by the time the second anchor was
3 there, we were on the beach, right?

4 Q. Right.

5 A. And then it was like, okay, we're not going upstairs because
6 that's dangerous. And we decided just down on the main deck,
7 we're moving everybody into -- down below, right?

8 Q. Right.

9 A. So then we were on the beach. So it's not like you're going
10 to send a helicopter out to get us or anything at this point. The
11 wind's blowing 80 miles an hour, so we figured, well, there's
12 no -- it's just informational to call on that -- at that point,
13 right? Not like anybody's going to save us or rescue us, and it's
14 a reasonable amount of danger to do so. But it looks like the
15 anchor almost holds here -- held here, because I got a little
16 divot in the barge movement when we got to the bank. And then
17 just for a little bit. And then it -- just gone.

18 Q. So right now, you're looking at your iPad?

19 A. I'm looking at it right now. So I've got the track up right
20 now on this iPad because I've got it with me. And we're -- I had
21 it on. We were anchored. You could see all the anchoring, you
22 know, how it looks like a ball of yarn, right? And then the track
23 just goes straight toward the beach, very straight. And then it
24 takes a couple of -- goes back and forth a little bit, you know,
25 stops, and then it starts going again, and then hit the beach.

1 Q. Okay.

2 A. So --

3 Q. Would you be able to send that to us? Send me the --

4 A. I guess I could send it -- the screenshot.

5 Q. Right. Or even the electronic part, if you can copy, you

6 know, make it into a file. Like, I can send you an Accellion.

7 It's a secure email thing, and it takes large files, and if it's

8 really large, you can, you know, zip it on there first.

9 A. Yeah.

10 Q. And if that doesn't help, then yeah, you know, screenshots.

11 And, you know, if you could scan it --

12 A. Yeah.

13 Q. You know, or -- let's see.

14 A. Well, I know how to do a screenshot and forward it easily.

15 Can I give you a couple of those and see what you think of that?

16 I don't know. I can talk to our IT guys and see if they can

17 manage (indiscernible).

18 Q. Yeah, do the screenshots. Screenshots and email to us.

19 A. Why don't I start with that? And you tell me -- yeah, okay.

20 MR. GLAAB: And that'll go to you, [REDACTED] That's, I think,

21 the email address I've got here.

22 CWO [REDACTED] Yeah, if you send it to me, I'll make sure he

23 gets it.

24 MR. FURUKAWA: Yep.

25 MR. GLAAB: Okay.

1 BY MR. FURUKAWA:

2 Q. And let's see --

3 A. You can see -- actually, if you've got the chart there, I
4 actually use the chart for work. (Indiscernible) channel on the
5 chart, you know. That's a good place for people to find on the
6 NOAA chart. And then right where it says unsurveyed is where the
7 little squiggle is on the track line.

8 Q. Okay.

9 A. You know, for the bottom. So it's right where it shallows
10 up.

11 Q. Okay.

12 A. Which makes sense that that's where it would try to stop.
13 You know, an anchor would dig in. But, not good enough,
14 apparently, so --

15 Q. Yeah.

16 A. Unfortunately, or we wouldn't even probably be talking to you
17 if it dug in, huh?

18 Q. Well, but when the buoy -- the catastrophic failure, you
19 know, the buoy.

20 A. Yeah.

21 Q. I don't think you could do anything about that.

22 A. Yeah, but I'm saying, if it hadn't failed, there would have
23 been no damage. If that anchor had held there, there wouldn't
24 have been any danger -- damage or anything. So we'd have just,
25 you know, bought a different buoy or figured out what was wrong

1 with the buoy. But, you know, literally, we did -- yeah. All
2 this damage, all this would have been avoided if that anchor had
3 held. Right?

4 Q. Yep.

5 A. Something to think about.

6 Q. Well, but the anchor did hold, right?

7 A. Yeah.

8 Q. It was the buoy that failed.

9 A. No, there's -- the mooring anchor did, the emergency anchor
10 didn't, but it held for just a few minutes --

11 Q. Oh, oh, oh. Okay.

12 A. -- from what I'm looking at.

13 Q. Right. Okay.

14 A. The emergency, the backup anchor system, actually held for a
15 little bit, just a tiny bit, but apparently it was -- it didn't
16 hold it enough. Because if it had held where it was, there would
17 have been no issue. Everything would have been fine, right?

18 Q. Right.

19 A. We'd have just got the boat out and put it away, actually.
20 Actually easy. We'd just have the tow boat come pick it up from
21 there and take it to Naknek.

22 Q. Yep. Okay.

23 A. Oh, well. There you go.

24 Q. Let's see. So you think you broke loose about 2230, and it
25 took about 30 minutes to get to the beach. So you're on the beach

1 about 2300.

2 A. Yeah, that's about right. I haven't done the adding up to
3 make sure it all adds up, but that was my inclination.

4 Q. Okay.

5 A. Then -- so 2300 -- so somewhere between 2300 and 2400, closer
6 to 2400, the house, you know, fell over, and then it was 4:00 in
7 the morning, 0400, when we finally settled.

8 Q. Okay.

9 A. Or thereabouts because I did look at the watch when we
10 stopped crashing, you know, around.

11 Q. Okay.

12 A. And that was a full 2 hours after high tide, so --

13 Q. Okay. Let's see. Information -- and let's see, the
14 *Seamount*, what kind of vessel is the *Seamount*?

15 A. It's an LTM-8.

16 Q. Okay. What kind of speed -- do you know what kind of speed
17 it does or what kind of engines?

18 A. Yeah, it has two 1271 Jimmies in it, and it goes -- we
19 usually cruise at about 7 or 8 knots. I think it'll go about 10,
20 if you push it hard.

21 Q. Okay. Let's see --

22 A. We generally don't. It's got a really bluff bow because it's
23 LTM, so it pounds something terrible if you really push it. We
24 usually take it a little easy on that.

25 Q. Okay. You said for this past season, there were three barges

1 in the -- at anchor, right?

2 A. Well, yeah. We had two, and there were two other ones. One
3 was the ice barge and the other was a sister barge to our holding
4 barge. And, you know, it's just a net barge, so it was net.
5 Yeah. It doesn't have any buildings or anything on it. It's just
6 a flat deck barge, you know.

7 Q. Okay, so the ice barge was the *Bristol Maid*?

8 A. The *Bristol Maid*, and it was gone at the time of the storm.
9 They had already put it away.

10 Q. Okay.

11 A. Yeah. Yep.

12 Q. And the net barge, I guess, was the sister one? The --

13 A. Yeah, right. And that was there but, of course, there's
14 nothing on it, so it doesn't have any windage.

15 Q. Uh-huh. And what's the name of the sister barge?

16 A. The *Riverways-9*, I believe. One of them's the 9 and one of
17 them's the 11, and so I'm a little -- I'm now a little confused
18 because I was certain that ours was 11, but I could be backwards
19 about that. They're sister barges and, like I say, the names
20 are --

21 Q. Okay.

22 A. Which one's 9 and which one's 11, can't ever hardly remember.

23 Q. Okay. Can you find that -- find out that information for us?

24 A. Sure.

25 Q. Okay. And let's see, so there were basically three barges,

1 tender barges, or -- you know. And then you said there were boat
2 tenders also in the vicinity?

3 A. Yeah. I mean, this whole area, they move around and stuff
4 like that. They've got a ton of them stacked up above Clark's
5 Point. We were down below Clark's Point, you know, where they
6 often park tenders. Like during the season, we had a couple of
7 tenders that would park next to us at different times depending on
8 where the fish are, right? And it's a little more common on the
9 other side of the bank, on the ship channel side, you know, a
10 little bit, and down to the south of us there's a ton of tenders
11 at the line.

12 Q. Okay.

13 A. Down at the bottom of those sandspits.

14 Q. Okay.

15 A. Right?

16 Q. Because in the --

17 A. But a lot of fishing -- huh?

18 Q. Can you guesstimate about how many boat tenders there were in
19 the bay?

20 A. This summer?

21 Q. Yeah.

22 A. Oh, in the Nushagak?

23 Q. Uh-huh.

24 A. Oh, I don't know. Probably 30.

25 Q. Thirty.

1 A. Forty -- 30 or 40, I would guess.

2 Q. Okay.

3 A. I'm thinking of driving the *Seamount* and -- up to like up to
4 town, and going through all the boats parked.

5 Q. Okay.

6 A. Yeah.

7 Q. And those weren't fishing vessels, those were tenders?

8 A. Yeah. I mean, and remember, every company has a bunch, so at
9 any given time like, you know, going up there like when we were
10 prepping on, you know, taking down stuff and hauling things to --
11 up to Dillingham with the *Seamount*, it was not uncommon that
12 there's, you know, between eight and 15 boats anchored up, the
13 tender boats, between, you know, Clark's Point, including like the
14 Crowley fuel barge. It anchors up there with its tender.

15 Q. Okay.

16 A. You know, I know we were looking at getting fuel off them.
17 So I remember picking them out with the glasses because it's like,
18 okay, we got -- we have to (indiscernible) go over there and get
19 fuel, right? And then it's like, okay, that's 45 minutes away.
20 That kind of thing. So I remember them being parked up, you know,
21 kind of on the outside of Clark's Point there --

22 Q. Okay.

23 A. -- the week before this happened or 2 weeks before.

24 Q. Okay.

25 A. Something like that. So yeah, there's a lot of stuff in the

1 water there. At the time, there was almost nothing in the water,
2 only the net barges were the only thing in the water at -- on --
3 at the dates we were there, because most of those guys don't hang
4 out for the Coho season, right?

5 Q. Okay.

6 A. We're -- there's only like -- there was like two tenders and
7 us for the Coho season left, right? And they just didn't put the
8 net barge away because they're running up the Wood River and they
9 need to have these 20 -- September 22nd tide to get it up there.

10 Q. September 22nd tide? That's like a higher tide?

11 A. Yeah, so that's when they typically put those up the Wood
12 River. So that's why that was still there, not because they were
13 using it.

14 Q. Okay.

15 A. Because they were waiting for the high tide to fill up and
16 then they were going to take it up the Wood River. So it was out
17 there, and we were out there just because we were -- you know, we
18 needed a weather window to go to Naknek with our barge, right?

19 Q. Okay.

20 A. But we were finished for the season. Just waiting for that
21 weather window.

22 Q. Okay. Let's see. Your inhouse mechanical engineer, if you
23 can, can you give us your -- his calculations?

24 A. I can give you what calculations he has.

25 Q. Okay.

1 A. He can come up with them. I can -- I'm going to be visiting
2 with him this afternoon.

3 Q. Okay.

4 A. But they're basically -- and mostly what he'll -- I think is
5 because this is (indiscernible), this was not a required activity
6 or anything like that, I don't know how much he documented it.
7 But he did -- I know for a fact because he'd call me. He did
8 whatever he thought without any guidance.

9 Q. Okay.

10 A. Trying to do the best job he could about figuring out what
11 was going on here. So he's going to tell you right away, I'm a
12 mechanical engineer, not a nautical engineer.

13 Q. Right.

14 A. So I was investigating this as not -- he's not purporting
15 himself to be a professional in this manner. He's just trying to
16 do a job, right?

17 Q. Right.

18 A. So I just want to make that clear right away that I don't
19 consider him to be -- that wasn't what he was required to do, to
20 sign off on anything. He was just doing (indiscernible). Just
21 like I'm not a nautical engineer, but I would, as the skipper of a
22 boat, we always anchor every day, and we have to go through it.
23 So (indiscernible).

24 Q. Right.

25 A. But he did -- I know he did kind of investigate what kind of

1 load a current runs down a vessel, you know, of this size, and
2 what kind of wind load there is on it. But it's, you know, not an
3 investigation where he'd say, I'd -- you know, like if you were
4 getting paid to be an engineer, to determine this, I think it was
5 not stamped.

6 Q. Okay.

7 A. Maybe that's the way to say it. He wasn't warranting that he
8 was stamping anything.

9 Q. Okay, or maybe just like a statement or something.

10 A. Yeah.

11 Q. Yeah, okay.

12 A. Yeah, okay. Well, I'll let him, yeah, give you what he feels
13 comfortable with, with that, right?

14 Q. Yep. And let's see --

15 A. But --

16 Q. Okay, moving on. Let's see. So, Pat, do you have a license?

17 A. No, I don't have a license.

18 Q. Okay.

19 A. Any kind of Coast Guard licensing.

20 Q. Okay. And when you went over -- let's see, how many years do
21 you have in the industry? Like, total.

22 A. Forty.

23 Q. Forty years?

24 A. Yeah.

25 Q. Okay. Or since you were 20, so yeah.

1 A. Since I was 17, 16, yeah.

2 Q. Since you were 16? Okay.

3 A. Yeah.

4 Q. Okay. About 40 years. Sixteen. And you got 4 years with
5 the company, and it's your company.

6 A. Yep.

7 Q. Can you describe the company for us?

8 A. Well, it's a fish buying company. And yeah, it's just a fish
9 processor of, you know, the new processor of bait. I -- my job
10 has been building fish companies, right? In other words, I've
11 been involved in quite a few of the processors there, right?
12 Particularly when they start. So when somebody wants to start a
13 seafood company, I would build them the infrastructure to do that,
14 right?

15 Q. Okay.

16 A. Whether it be land-based or whatever, or when they have a lot
17 of problems with their factory, I would go in and fix the factory,
18 right? The refrigeration, stuff like that. So the snowpack
19 innovators, the *Gordon Jensen*, I did a full rebuild on that boat.
20 And I built the first three Silver Bay Seafoods plants and the
21 first Leader Creek plant there in Naknek, as well as Bay Watch
22 plant. So that's my primary occupation, and this company is just
23 an extenuation of building a fish processing, buying, freezing.
24 And in this case, it's a little different. The other ones
25 actually process the fish. This one, they just freeze them

1 (indiscernible).

2 Q. Okay.

3 A. So they don't actually do any cutting or anything on these
4 fish. So it's a little bit different that way because it's a lot
5 simpler process. But yeah, so yeah.

6 Q. Okay.

7 A. So basically, buy them, stabilize them, and put them in a
8 freeze -- in a holding barge. And then everything is done through
9 somewhere else.

10 Q. Okay.

11 A. Yeah.

12 Q. So with this company, it's just the two barges and the LCM.
13 No other barges or any of your own commercial fishing vessels?

14 A. No, no, no. We don't own any commercial fishing vessels. I
15 own one personally, but it doesn't have anything. It sold fish to
16 Northline 3 years ago, but it literally fishes in southeast in the
17 barges at 2,000 miles away. So it doesn't have much connection.
18 And it's not financially in any way tied or anything else like
19 that. It's completely independent.

20 And then we do have an office in Sitka. We rent a building
21 there near the industrial park. And that would be probably the
22 total of our other assets. We do have a 30-foot skiff boat that's
23 in Naknek, you know, just a load runner (indiscernible) boat. But
24 that wasn't onsite or anything like that.

25 Q. Okay.

1 A. Yeah, so but that's the extent of -- you know, I mean, we
2 have like a 10-foot inflatable with an outboard that we keep on
3 one of the winches for an emergency boat.

4 Q. Okay.

5 A. You know, like a -- if somebody falls overboard, you can
6 launch it immediately and go pick them up. That's one of our
7 biggest worries is we have a huge current there. You get 30
8 people on this boat. Somebody falls overboard, even with a PFD
9 on, they're going to freeze to death before you ever find them out
10 in that ocean, right? They don't just stay right there. They get
11 swept away right away.

12 Q. Right.

13 A. So we kept an inflatable with an outboard on station so that
14 if somebody fell overboard, we could rescue them. So that counts
15 for a boat. And that was onboard, by the way, and ready to -- we
16 had it on one of the cranes to be --

17 Q. Okay.

18 A. -- you know, to be deployed immediately if we needed it,
19 right?

20 Q. Right.

21 A. So we, I mean, we have some incidental boats like that, but
22 that's our major assets right there.

23 Q. Okay. And let's see. Ben, what's Ben's position?

24 A. He's the president.

25 Q. Okay.

1 A. And I'm the CEO.

2 Q. Okay. Are you guys co-owners? Does Ben work for you?

3 A. No, no. We're co-owners.

4 Q. Okay.

5 A. And then we have other investors, too.

6 Q. Okay. But you two are the major -- the co-owners. Okay.

7 A. Yeah. Yeah.

8 Q. And the investors are -- they're not involved investors,
9 right?

10 A. Yeah. So yeah, I mean -- yeah, we have -- no, I mean, there
11 are some -- there are -- we have a five-person board, and Ben and
12 I are -- each have a seat. There is a third person who owns a
13 small percentage of the company who runs the reprocessor that
14 actually processes all these fish. And he has a stake in the
15 company. And then there's another entity that owns a portion of
16 this, too, that just bought in as an investment, but they control
17 two Board seats.

18 Q. Okay. Let's see. And Drew's -- he's -- Drew's your
19 engineer?

20 A. Yeah, he's our chief engineer.

21 Q. Okay. Was he onboard the *SM-3* during the season?

22 A. He was in the beginning of the season to get things
23 operational, but he hadn't been on board for the last month.

24 Q. Okay. Was Ben on board?

25 A. No, Ben was not on board this season at all.

1 Q. Okay. Let's see. So do you have a -- did you go to a
2 maritime academy or anything like that or --

3 A. No.

4 Q. Okay. Were you in the military or go to college?

5 A. Nope. I went to college for a little bit, but nothing for
6 maritime.

7 Q. Okay. Let's see. So the damage estimate is -- was it \$6
8 million or \$6.9 million?

9 A. Something like that, yeah.

10 Q. So -- because I think it was insured for \$6.9 million, but
11 then on the --

12 A. Right.

13 Q. -- on the report it was \$6 million?

14 A. I -- no, they're going to -- I think they're going to call it
15 a total constructive loss at \$6.9 million.

16 Q. Okay.

17 A. Which means that it's more -- that that's what it'll cost to
18 rebuild it. It's about the same as what they're most insured for.

19 Q. Okay. Let's see. And we've got the anchor or the -- yeah,
20 the anchor system drawings and all that, but do you have any like
21 -- like a simple profile drawings, like a bird's eye view and a
22 side view?

23 A. Yeah. If you didn't get those, yeah, we do. And there is a
24 little discrepancy potential in those drawings because Drew
25 actually did the put together on that, and I put -- I actually put

1 the anchors out, not him. So we had some thought about -- we had
2 some heavier chain and some lighter chain, and where the heavier
3 chain should go, whether it should go on the stock end or whether
4 it should go on the star in the middle of the reach. I don't know
5 that it's material, but there -- but he understood it as having --
6 we had an inch and a half, an inch and three-quarter-inch chain.

7 Q. Okay.

8 A. And he understood the inch and three-quarter chain to put on
9 -- he directed me to put it on the stock end and then, you know,
10 with the other chain, I put it on the star end, so the exact
11 placement of the chain on there is not uniform. And like I say,
12 this was not a stamp procedure. It was a collaborative affair
13 that we were like, okay, I understood this to be a better place
14 for the chain to be on, and I didn't clarify with him that he
15 thought it would be better off there.

16 Q. Okay.

17 A. So the drawings may not be exactly attune to what's there
18 versus what he -- what he drew up aren't exact. So it's a
19 difference in the quarter inch of chain, I think --

20 Q. Okay.

21 A. (Indiscernible).

22 Q. Yeah.

23 A. Because the chains didn't fail, I don't think it's material
24 in the interest in drag.

25 Q. Right.

1 A. But you might find a discrepancy in there --

2 Q. Okay.

3 A. -- because it's -- he wasn't there for the setting of the
4 anchors.

5 Q. Okay.

6 A. And I was -- I understood it a little differently, the
7 instructions. And it -- I don't think it's meaningful, but I'm
8 just saying, if you see it, that's what's going on there.

9 Q. Okay. But if we can also get like those profile drawings
10 like, you know, simple profile drawings of the *SM-3*, you know,
11 side and above. Okay.

12 A. That's of the anchoring system?

13 Q. No, no, we have ones for the anchoring system. But if you
14 get like -- if you have like, you know, simple drawing, line
15 drawing of the *SM-3*, you know, for some compartments --

16 A. Okay. Yeah, yeah. And I think some of those got to the
17 insurance company. I could see if you can get a copy of those --

18 Q. Okay.

19 A. -- line drawings of barge.

20 Q. Yep. Just a simple -- line drawings.

21 A. Okay. So let me go over what my things you need from me are.
22 You want the report from the insurance company if they make a
23 report, you want better pictures of the buoy, right?

24 Q. Yes.

25 A. Let's see. Okay. You want to know whether the *RW-11* and *9*,

1 get that straightened out. And you want line drawings of the
2 barge.

3 Q. Yes.

4 A. Have I got everything that you need in that list? I'm trying
5 to list it, so I don't forget and not send you things.

6 CWO [REDACTED] And the AIS screenshot if you haven't already
7 sent that.

8 MR. GLAAB: Oh, yes. Yeah, right. Exactly. Good.

9 MR. FURUKAWA: Yeah.

10 MR. GLAAB: And it's not an AIS, it's just a chart tracking
11 program.

12 MR. FURUKAWA: Okay.

13 MR. GLAAB: A chart, but you'll see it. You'll see what it
14 is. But it's what I have.

15 BY MR. FURUKAWA:

16 Q. Okay. And if you have like where the normal position, I
17 guess, of the barge, and then, you know, all the --

18 A. Well, that's in there because it's a big (indiscernible)
19 where we were, because I had it on to make sure we -- so the
20 biggest deal when we were sitting there, we realized with these
21 winds is we could be dragging anchor. If you're dragging anchor,
22 you need to be prepared for being on the beach, right? So I had
23 this on with me in my room so I could monitor whether we were
24 dragging.

25 Q. Okay.

1 A. So it shows all the, you know, every time the wind backs off
2 and the current changes, it moves 25 yards, right?

3 Q. Okay, so the drag circle. Okay. Yep.

4 A. Yeah, so you'll get all of that with this picture.

5 Q. Okay. Great.

6 A. You know? So -- and that'll be exactly where it was, right,
7 because it's tracked for the whole day before, you know. So the
8 whole day before it did a full track. As a matter of fact, I just
9 noticed, it showed me going down the beach to Ekuk, too. And
10 that's in the cabin I stayed in, so you know where we got
11 (indiscernible), too, because I had it on, apparently. So it
12 shows -- it goes right on down the beach to the cabin.

13 Q. Okay.

14 A. And then me walking on to the cabin, apparently. So there
15 you go.

16 Q. Okay.

17 A. So, but yeah, there's a track of -- you can follow me there
18 on that --

19 Q. And --

20 A. -- also.

21 Q. Will -- this chart thing, will it also like give you your --
22 the drift to the beach from --

23 A. Yeah, from -- it'll give you a direct drift to the beach.
24 And like I say, it shows a couple places where it actually, you
25 know, backed up and held. Actually, there's two of them in here

1 now where it kind of hesitated on it. It's a little line down.
2 And, you know, it's a minor one, but I don't know if that -- after
3 we dropped the anchor. And you can see -- let me see if I can
4 see. There's the hitch. There's a little hitch.

5 My guess is that it stayed kind of traveling pretty straight
6 line until you dropped the anchor, right? Okay, so and we dropped
7 the anchor pretty -- I thought we dropped it pretty quick, but I'm
8 going to guess it's this little squiggle right here we dropped it.
9 Because the other thing is, there was 900 feet of scope on that
10 anchor. So when we dropped it, we had to let the 900 feet out,
11 you know, which is -- actually when you're talking about these
12 distances, it's actually a reasonable amount of space in here.

13 Q. Right.

14 A. You know? You see what I'm saying? So we dropped the anchor
15 like halfway here, and then by the time it comes up tight, it's
16 after the 900 feet of scope is let out, right? So --

17 Q. Okay.

18 A. And we had to go another 900 feet before it could do
19 anything. Anyway, I'll send you this. You can look it over.
20 Make what you can out of it.

21 Q. Okay. And if you need -- if it's a really big file and all
22 that, I can, you know, send you that Accellion thing to -- you can
23 send it to us that way.

24 A. Yeah.

25 Q. Okay, but I guess you can store it off --

1 A. Well, it --

2 Q. -- with [REDACTED]

3 A. Let me go talk to somebody who actually understands how this
4 works, because I'm 57 years old, and they'll be able to tell me
5 what kind of file, whether you can pull a file. It's just a chart
6 program on an iPad, so --

7 Q. No, but -- well, the screenshots. Yeah, the screenshots
8 ought to do well for now. Yep. And if not, then we can ask for
9 the -- yeah, for the file. Okay. And I think that's pretty much
10 it. So the three --

11 A. I'm going to send you a couple right now, because I'm just
12 taking them while I'm sitting here just because --

13 Q. Okay.

14 A. -- it's something that you can get. I'll try a thing over to
15 you.

16 Q. Okay, and give us a comment, you know, comments what --
17 what's on the screenshot.

18 A. What you're looking at.

19 Q. Yep. Okay. Oh, and other thing for you to do, too, is a
20 timeline. You know, the --

21 A. Oh, yeah, the timeline. Right.

22 Q. The season and then the accident.

23 A. Timeline of season and timeline of accident.

24 Q. Yeah, it can be all together.

25 A. All together. Okay. Okay. Okay. Yeah, okay.

1 Q. Okay.

2 A. All right, I got that.

3 Q. Okay. Yeah, so the -- ██████ sent me the coast pilot
4 description for the bay, and it said during the season there's
5 several hundred fishing vessels and about -- and it said about a
6 half a dozen tenders, but I guess there are a lot more than a half
7 a dozen tenders. Is that correct?

8 A. Right. Yeah. I mean, I think so. Yeah, I'm not sure
9 what -- repeat that request. The coast pilot? What are you
10 asking for? Are you asking for --

11 Q. ██████ sent me the coast pilot for the bay. When I was
12 reading it, it said, you know, during the salmon season, there's
13 like a half a dozen tenders with several hundred commercial
14 fishing vessels.

15 A. Yeah. So there's 1,450 rip boats, not counting set-net
16 boats, right, amongst these four districts, right? And so there
17 were -- well, for instance, Fish and Game, we had about 600 or 700
18 fishing boats in this district this year, right? We're pretty
19 normal. And then the tenders to manage those boats, there's one
20 boat -- there's one tender for every 21 of those -- 20 of those
21 fishing boats, approximately.

22 Q. Okay.

23 A. So there would be six times -- there would 30 tenders in
24 there to manage 600 boats.

25 Q. Okay.

1 A. That would be the nice rule of thumb.

2 Q. Okay.

3 A. All right? At any given time, I'm counting, you know, 10 or
4 15.

5 Q. Okay. Okay, great.

6 A. Does that make sense?

7 Q. Yes.

8 A. It's the fish buying rule of thumb.

9 MR. FURUKAWA: Uh-huh. Okay. And, yeah, that's it for me.

10 Thank you, Pat.

11

12 MR. GLAAB: Okay.

13 CWO [REDACTED] All right. No, I don't have anything else.

14 MR. GLAAB: I'm going to try to send you these pictures right
15 now if I can.

16 CWO [REDACTED] Well, if you're sending it to my email, I'm
17 not at that desk. I'm at a better phone in a closed -- in a
18 small, quiet room, so I don't have other office people walking by,
19 snooping on my conversation and interrupting and whatnot. I'll
20 let you know if I don't get them. So if you don't hear from me, I
21 got them, and they're all good. If there's a problem with them,
22 I'll give you a call back.

23 MR. GLAAB: Okay, that sounds --

24 CWO [REDACTED] Or you want to do it the other way around?

25 MR. GLAAB: No, no. Give me a call if you don't get them,

1 but it may be -- I got to attach them here, so I got the pictures.
2 Now I got to get them attached to your email. Let me start over
3 here.

4 CWO [REDACTED] Okay.

5 MR. GLAAB: Yeah, all right. Anyway, I'll work on that. All
6 right.

7 MR. FURUKAWA: Okay.

8 MR. GLAAB: Anything else, guys, or are we all set?

9 CWO [REDACTED] No, we're good. Just want to thank you for
10 taking the time to talk to us. We went a little bit longer than
11 I'd anticipated, but it was all good information. And I thank Jon
12 for coming up with some questions than we didn't cover. And so a
13 lot of that information will be very useful to help us both write
14 the reports that we have to write.

15 MR. FURUKAWA: Yep.

16 CWO [REDACTED] So if we need to contact you, Pat, I got your
17 contact information, but I don't suspect we do. But there's
18 always that possibility.

19 MR. GLAAB: I'm here in Ekuk. Sooner or later, you always
20 get ahold of me.

21 CWO [REDACTED] Okay, and I appreciate that.

22 MR. GLAAB: All right.

23 MR. FURUKAWA: Okay, great.

24 MR. GLAAB: All right, thanks, guys.

25 MR. FURUKAWA: So I'm going to go and sign off. It's going

1 to be -- the time is 1721 Eastern Daylight Time on Wednesday the
2 23rd of September, 2020. And we're ending the interview from Gene
3 Patrick Glaab, as in Saab, only with G-L, the person in charge and
4 -- of the SM-3, who is also the CEO of the company. And stopping
5 the recording.

6 (Whereupon, at 5:21 p.m., the interview was concluded.)
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CERTIFICATE

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

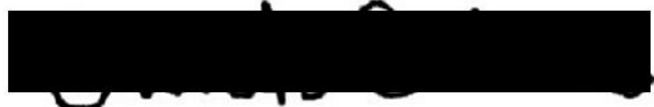
IN THE MATTER OF: GROUNDING/STRANDING OF THE FISH
 TENDER BARGE SM-3 IN NUSHAGAK BAY
 NEAR EKUK, ALASKA, ON AUGUST 30, 2020
 Interview of Gene Patrick Glaab

ACCIDENT NO.: DCA20FM027

PLACE: Via telephone

DATE: September 23, 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.



Sarah Collins
Transcriber