

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

CAPSIZING AND SUBSEQUENT SINKING OF *

COMMERCIAL FISHING VESSEL *MISTY BLUE* * Accident No.: DCA18FM005

DECEMBER 4, 2017 *

*

* * * * *

Interview of: JAMES STOCK

U.S. Coast Guard
Marine Safety Detachment
New Bedford, Massachusetts

Wednesday,
December 6, 2017

APPEARANCES:

[redacted] [redacted] [redacted] Lead Investigating Officer
r S ment
New Bedford, Massachusetts
U.S. Coast Guard

[redacted] [redacted] [redacted]
c t n New England
U.S. Coast Guard

BRIAN McEWING, Attorney
Reeves McEwing LLP

I N D E X

<u>ITEM</u>		<u>PAGE</u>
Interview of James Stock:		
By [REDACTED]	[REDACTED]	5
By [REDACTED]	[REDACTED]	10
By [REDACTED]	[REDACTED]	13
By [REDACTED]	[REDACTED]	13
By [REDACTED]	[REDACTED]	21
By [REDACTED]	[REDACTED]	22
By [REDACTED]	[REDACTED]	24
By [REDACTED]	[REDACTED]	27
By [REDACTED]	[REDACTED]	28
By [REDACTED]	[REDACTED]	30
By [REDACTED]	[REDACTED]	32
By [REDACTED]	[REDACTED]	37
By [REDACTED]	[REDACTED]	37
By [REDACTED]	[REDACTED]	39
By [REDACTED]	[REDACTED]	44
By [REDACTED]	[REDACTED]	46
By [REDACTED]	[REDACTED]	47
By [REDACTED]	[REDACTED]	47

I N T E R V I E W

(10:10 a.m.)

1
2
3 [REDACTED] All right. So, good morning. It's Wednesday
4 the 6th of December. It's about 10:10 in the morning. My name is
5 [REDACTED] [REDACTED] [REDACTED] with the Coast Guard Sector
6 Southeastern New England. I'm here with [REDACTED] [REDACTED]
7 [REDACTED] of MSD New Bedford.

8 If you could just introduce yourselves for the recording,
9 please?

10 MR. McEWING: Yeah, I'm Brian McEwing of Reeves McEwing LLP.
11 And I am the representative of the parties in interest in this
12 matter, particularly, for the moment, fishing vessel Misty Blue
13 LLC and Atlantic Capes Fisheries, Incorporated.

14 [REDACTED] Can you spell your last name for me?

15 MR. McEWING: Sure. It's M-c, capital E-w-i-n-g.

16 MR. STOCK: My name is James Stock, Jim. I'm the boat
17 manager for Sea Harvest and Atlantic Harvesters, managing the
18 *Misty Blue*.

19 [REDACTED] Okay. And can you spell your last name for me,
20 please?

21 MR. STOCK: Stock, S-t-o-c-k.

22 [REDACTED] Okay. And I just want to make clear that you
23 understand that this is being recorded and that we have your
24 permission to do so?

25 MR. STOCK: Yes.

1 [REDACTED] [REDACTED] And that you're doing so voluntarily without
2 threat, duress, or promise of reward?

3 MR. STOCK: I understand.

4 INTERVIEW OF JAMES STOCK

5 BY [REDACTED] [REDACTED]

6 Q. Mr. Stock, we'd like to find out a little bit more about the
7 history of the *Misty Blue*.

8 A. Uh-huh.

9 Q. So whatever information you could provide related to that
10 would be helpful. So how long has the vessel been owned by -- is
11 it owned by Atlantic Capes?

12 A. It's owned by Misty Blue LLC.

13 Q. Okay. Do you know how long?

14 A. I was trying to sort that out. I think approximately 2
15 years.

16 Q. Okay.

17 [REDACTED] [REDACTED] Who owned it prior to that?

18 MR. STOCK: I can't think of the name of the company, but it
19 was privately held. I'm not going to come up with the name of
20 that company.

21 BY [REDACTED] [REDACTED]

22 Q. That's okay. That's fine.

23 A. So I don't know.

24 Q. Has it always been operated out of Fairhaven?

25 A. It was actually operated out of New Bedford side. Schuster

1 is where the pier is now.

2 Q. Oh, okay.

3 A. And when they built that, we moved them over to there. We
4 were buying his clams prior to ownership of the boat company.

5 Q. Okay.

6 A. So when they moved, we moved with them.

7 Q. Okay.

8 A. We went over there, too, to Fairhaven.

9 Q. Could you explain the design of the vessel? It's a clam
10 boat, I understand. Could you explain what that means and how
11 they process?

12 A. A clam boat differs from any other boat in the fact that it
13 has a large pump driven by a diesel engine to pump water through a
14 hose to a clam dredge. That's the biggest difference between any
15 other fishing boat.

16 Q. Okay. Where is that pump located?

17 A. The pumps are located in either one of two locations: Down in
18 the main engine room or back in the lazarette converted to a pump
19 engine room.

20 Q. On the *Misty Blue* do you know where the pump was?

21 A. Yes. It was put in the lazarette.

22 Q. Okay. Is that space separate from -- is that the furthest
23 aft space?

24 A. In this boat it encompassed what I would call the lazarette
25 and the steering -- how would I word that? It's the lazarette,

1 where the steering gear is.

2 Q. So the last space on the vessel?

3 A. Right. As far aft as you can go.

4 Q. Okay. And then what space is forward of the lazarette?

5 A. I'm not real familiar with what is down in the engine room
6 because most of my work was done on topside. But it is a tunnel
7 drive, so there's a tunnel that you got to go over to an alleyway
8 that connects the main engine room to the lazarette or the pump
9 room.

10 Q. Okay. And how does that configuration work with where the
11 clams were? There's a clam hold; is that correct?

12 A. Yes. When you walk through the alleyway from one engine room
13 to the other, the clam tanks are on both sides.

14 Q. Okay.

15 A. So it's just an alleyway with two walls or partitions, you'd
16 say, which are the sides of the tanks.

17 Q. Is there a bulkhead between the lazarette and the engine
18 room?

19 A. Just one between the lazarette and pump room.

20 Q. Okay.

21 A. And one between the main engine room and the pump room. So
22 at the end of each -- at the end of that walkway, there's a
23 watertight bulkhead and door at both ends.

24 Q. Okay. And -- at both ends. So you have the alleyway in the
25 middle, which is between the two clam tanks --

1 A. Correct.

2 Q. -- and there's a watertight door at the lazarette.

3 And is there a sister vessel or another vessel that the
4 company owns that is of a similar design?

5 A. No.

6 Q. Okay. Could you explain what is the purpose of the pump?
7 How does that work?

8 A. The pump is used to draw water through a sea chest and the
9 bottom of the boat, through the pump, through an 8-inch hose, down
10 to the dredge, to soften or loosen the bottom and kind of blow the
11 clams out of the sand into a slurry where they become semi
12 buoyant, and the dredge comes by and grabs them up. Because you
13 can't get them out of the hard sand any other way.

14 Q. Okay. So, once the clams are in the dredge, what would be
15 the next part of the process?

16 A. The next part of the process would be hauling the dredge back
17 to the boat.

18 Q. And what happens after that?

19 A. The dredge will enter what is called a Y, which is a giant
20 letter Y with a sheave in the middle. It will align it to the
21 stern of the boat so it can come up the ramp. The ramp is what
22 the dredge touches when it is raised high enough to dump the
23 product into a hopper.

24 Q. Okay. What's next?

25 A. The dredge is dumped. It's lowered. The door which the

1 clams come out of is automatically closed, and the cycle repeats
2 all over again.

3 Q. How do the clams get from the hopper into the clam holds?

4 A. There is a conveyer system that conveys them up to a shaker
5 sorter. They fall onto the shaker sorter. The shaker sorter will
6 vibrate and separate the shell and whatever other debris, sand,
7 from the clam, and the clam will continue down and the debris will
8 go overboard.

9 Q. Is there water that is coming down into the clam holds?

10 A. Into the clam hold, no.

11 [REDACTED] Does it shake out on that shaker sorter?

12 MR. STOCK: On that shaker sorter, there's water there to
13 wash the sand off, which goes into the trough and it all goes
14 overboard.

15 BY [REDACTED]

16 Q. Okay. Are the holds wet holds or dry holds for the clams?

17 A. I really don't know that answer.

18 MR. McEWING: You can ask her to clarify a question if you
19 didn't understand the question.

20 MR. STOCK: Yeah.

21 BY [REDACTED]

22 Q. Yeah. So --

23 A. When -- okay. Go ahead. Try again. I'm --

24 Q. Sure.

25 A. I still don't think I'll be able to answer this, but go

1 ahead.

2 Q. I have been told that some clam holds are designed so that
3 they have water in the holds?

4 A. Yes. Yes.

5 Q. Is that the case on the *Misty Blue*?

6 A. I don't know.

7 Q. Okay.

8 A. It's unbelievable, but I don't know. I really don't.

9 Q. That's fine.

10 A. You know, I mean, I've designed other boats and built other
11 boats where if you fill the tank completely with water -- first of
12 all, the boat is big enough to handle it -- it keeps the clam
13 shells from breaking. So you get, have --

14 Q. Right.

15 A. -- you get -- you catch less clams, you know what I mean?

16 Q. Right.

17 A. And when you're shucking these by hand, you don't want the
18 shell broken. So it would be the best, but I don't know -- I'm
19 just not familiar with whether they flood them or not.

20 Q. Okay. That's okay.

21

BY [REDACTED]

22 Q. When they come off the conveyor belt, do they just go in big
23 piles on the floor or are there like cages or --

24 A. No, those cages. You've seen the cages, I'm sure, that are
25 down low in the hold. We keep them all the way down low and we

1 take chutes and little gates. You open a gate up and they shoot
2 the product onto a chute and you direct it into the cages.

3 Q. And these cages are like a standard size?

4 A. Yes. They're 3 foot by 4 foot by 5 foot tall.

5 Q. Okay. How many cages can the *Misty Blue* hold?

6 A. The *Misty Blue*, when the previous owner had it would put 18
7 on board; 16 in the hold down low and 2 on deck.

8 Q. My understanding from your description earlier is that the
9 clam hold, there's kind of a port and a starboard side?

10 A. Yes. Exactly.

11 Q. So would it be like eight and eight and two on this?

12 A. Exactly.

13 Q. Okay. And then when loading those cages, is it -- do you
14 fill like half a cage here, half a cage there, then -- or like an
15 S pattern to keep --

16 A. You would do the same thing we do. You would start up in
17 that corner and put some -- fill that one. And most boats can
18 handle a cage over there. And then you go on the opposite side
19 and fill that one, fill that one, fill that one. You start
20 forward and out and work your way in, and work your way all the
21 way back.

22 On a side note, we never put 18 cages on this boat.

23 Q. How many do you put?

24 A. Sixteen. We didn't want any on deck.

25 Q. So you don't do the two on deck?

1 A. No.

2 Q. Do you know, for this trip was it loaded with 16 cages?

3 A. They were closing in. From my knowledge, and I don't know if
4 it's good, they were closing in on 16. They didn't have them yet.

5 Q. Okay.

6 A. So the boat was getting close to being full.

7 Q. Do you know how, if I have a full cage, 3 by 4 by 5 feet of
8 clams and shells and --

9 A. No shells, just clams.

10 Q. So it's already shucked?

11 A. It's already culled.

12 Q. Culled.

13 A. It's culled. The shell -- okay. The shaker should have
14 taken single shells out. They're all clams in the shell.

15 Q. Right.

16 A. I think that's what -- is that you meant to say?

17 Q. So I got like -- a clam like this?

18 A. A full clam, yes, yes.

19 Q. Okay. How much does that weigh?

20 A. Approximately 2900 to 3050, somewhere in that area. Round it
21 off 3,000.

22 Q. So 3,000 pounds per full cage?

23 A. Correct.

24 Q. And we have 16 --

25 A. Correct.

1 Q. -- possibility of 16 total full cages?

2 A. Yes.

3 Q. Okay.

4 BY [REDACTED]

5 Q. Why did you determine you didn't want to have the two on
6 deck?

7 A. It just doesn't make sense. There's no need to -- trucks
8 carry a certain amount, you know, and to break up what a truck can
9 handle, you got to bring two trucks. Eighteen is just a weird
10 number and why put weight on deck if you don't have to.

11 Q. Okay.

12 A. I mean, any weight up above the deck is nothing but a
13 problem. You just don't put weight up high if you don't have to,
14 plus the trucks carry that many. You don't want to bring in that
15 many clams.

16 Q. So, if I understand right, then you can just hire -- contract
17 one truck instead of having to get two trucks?

18 A. Exactly right. Exactly right.

19 Q. Okay.

20 A. Sometime we can get together with the crew and say, well, I'm
21 going to bring you two extra and you take those 18. But we just
22 -- we don't catch them that fast anymore to make that happen, so
23 we keep it at 16.

24 Q. Okay.

25 BY [REDACTED]

1 Q. How long does it take to catch that many?

2 A. Anymore?

3 Q. Yeah.

4 A. Doing about half to one -- let's say one cage an hour, and
5 that's giving them the benefit of the doubt.

6 Q. That's having a good day fishing?

7 A. Right. So you'd be 16 hours on the grounds towing. And
8 there's always problems; you know that.

9 Q. Sure. And I'm not familiar as [REDACTED] probable is with like
10 permits or things like that. Is there a certain -- are there a
11 certain number of hours that you can do this and you get as many
12 clams as you can in that hour or there's a certain poundage of
13 clams that you're allowed?

14 A. It goes back to the tag system. We use several tags and
15 there's a certain amount of -- a certain allocation that's
16 allocated every year and every boat has a certain amount of
17 product that they can catch, or the amount of tags that the
18 federal government will allow them to have. So it's regulated by
19 the quota system and the tags. But we never -- we haven't caught
20 the tags quota in probably 7, 8, 9, 10 years. So you go out and
21 stay as long as you can, barring weather or heat in the summer.
22 So there is no limit.

23 Q. Is there a clamming season?

24 A. No.

25 Q. So you can clam anytime throughout the year?

1 A. Right.

2 Q. Okay.

3 A. Day or night.

4 Q. And a tag is based on poundage or a number of --

5 A. Thirty-two bushels.

6 Q. Thirty-two bushels.

7 A. That's for --

8 MR. McEWING: Just wait until she has finished her question.

9 You probably know all the answers, but just wait until she's
10 finished it.

11 BY [REDACTED]

12 Q. When you ask simple questions like I do.

13 A. Thirty-two bushels.

14 Q. And 32 bushels is a cage?

15 A. Is a cage. I don't want to get into the technical end that
16 it's really a cubic yard of clams, but that's what it is. They
17 break it down to the cage.

18 Q. All right.

19 A. Cage into bushels.

20 Q. So one cage --

21 A. Equals 32 bushels.

22 Q. -- equals 32 bushels, equals approximately 3,000 pounds?

23 A. Correct.

24 Q. Okay. Got it. And how many tags is the *Misty Blue* allotted?

25 Are tags allotted per vessel or per company?

1 A. Per company, and then we allocate them back to whatever boat
2 needs them.

3 Q. Okay.

4 A. So it's unlimited right now.

5 Q. Okay.

6 A. Just an unlimited amount of tags available.

7 Q. Okay. So the *Misty Blue* was not close to a tag quota, right?

8 A. None of them are.

9 Q. Okay.

10 [REDACTED] Is the expectation when the *Misty Blue* goes
11 out fishing to come back with a full boat? Is that when -- is
12 that what determines when they come back in port?

13 MR. STOCK: The captain determines everything.

14 [REDACTED] Okay.

15 [REDACTED] We do not tell them what to do, what to
16 catch, how to catch it or anything like that.

17 BY [REDACTED]

18 Q. Have captains ever come back with not 16 full cages of clams?

19 A. All the time. All the time.

20 Q. Are there any repercussions for --

21 A. Never.

22 Q. Are there any rewards for coming back with a full --

23 A. Just the monetary reward of catching product.

24 Q. Sure. So captains and crews are paid based on the --

25 A. The catch.

1 Q. The catch. Okay. If -- just to make sure I'm understanding
2 correctly. So they're not close to a -- no vessel in the fleet
3 right now is close to a quota so they could fish --

4 A. None of them.

5 Q. -- as long as their resources are good and their crew members
6 are available, they can fish?

7 A. Correct.

8 Q. Indefinitely. Does -- if there is such a thing as a typical
9 trip, if a captain goes out and fills their 16 cages, they come
10 back, they offload, how long does it take to offload?

11 A. Approximately 2 hours.

12 Q. Two hours. Is it common for people to be like, oh, I'm going
13 to go sleep at home and then go back out the next day?

14 A. Very common.

15 Q. Okay. Okay. And then -- I mean, how often would you do
16 that? Would you --

17 A. As much as you possibly could. There's no -- in the
18 summertime, with the heat, there's issues with going back to back,
19 we call it.

20 Q. Okay.

21 A. Because you just can't store the clams and it becomes a
22 problem.

23 Q. Uh-huh.

24 A. So in the wintertime you can go back to back if the plant can
25 deal with all the product they get. We get a very big stretch of

1 weather, everybody gets out and they got to slow them down.

2 Q. Okay.

3 A. But that happens pretty rarely anymore because the catch
4 effort is so slow right now.

5 [REDACTED] So how much of catching is based on how much
6 you can process? If processing is slowing down, then you would
7 tell the boats to slow down?

8 MR. STOCK: Yeah, slow down a little bit. Spend the day
9 doing gear work.

10 [REDACTED] Okay.

11 BY [REDACTED]

12 Q. Has there been gear work recently?

13 A. It never ends.

14 Q. Could you describe gear work?

15 A. Working on the dredge, working on the knife blade, the
16 nozzles that jet the bottom. Literally, we weld on these boats
17 every single day. It's just the nature of the beast.

18 Q. Stuff is breaking or --

19 A. Yeah. It just wears out. Everything wears out. Dragging
20 metal through sand, it just goes away.

21 Q. Okay.

22 A. It is literally endless, and I mean that. We spend hours out
23 in the ocean welding.

24 Q. Are records kept of this, what do you call, it -- gear --

25 A. Maintenance. Maintenance.

1 Q. Okay. Do you keep maintenance records?

2 A. No, we don't. Not real records. You know, the captain might
3 write it in his log. I don't know. Each captain is required --
4 they're never -- not required, but most of them do.

5 Q. Aside from gear maintenance, you know, dredges, that water
6 shoot, pump --

7 A. Uh-huh.

8 Q. -- or kind of like the fishing gear, what about if there's
9 either overhaul or maintenance to the actual vessel, the hull of
10 the vessel, the main engine, the generator? Are there records of
11 those types of -- that type of maintenance?

12 A. We don't keep records on that but we are aware of it with the
13 bills that we pay.

14 Q. So, you subcontract that kind of work out?

15 A. Oh, yeah, yeah.

16 Q. Okay. Has work of that nature, like we said, the hull, the
17 side skin of the vessel, the main diesel engine, the generator,
18 anything with the navigation system, has there been work done
19 recently to the *Misty Blue* that you can remember?

20 A. Yeah, and all the boats. I mean, we spent 5 months, 4 months
21 at the shipyard sandblasting and painting, doing the wheel. We
22 went through the entire boat.

23 Q. What shipyard?

24 A. Promet.

25 Q. Is that around here?

1 A. Providence.

2 Q. Okay.

3 A. Sims Metals it's called now.

4 Q. Oh.

5 A. Where the big pile of metal is?

6 Q. I'm familiar.

7 A. That's the one.

8 Q. I drive by it every day. Okay.

9 And when were those 4 months?

10 A. January of -- what year -- '16? What month -- it's '17.

11 '16, I think it was January '16 we hauled it out and we got it
12 back in June of '16.

13 Q. So that would be essentially just about 2 years ago? Because
14 this coming January -- next month will be January of '18. So --

15 A. It must have been -- I just can't recall.

16 Q. Okay.

17 A. Really can't get that.

18 [REDACTED] Is there a bill or something that would
19 maybe be available?

20 MR. STOCK: Yeah. Yeah. We could find that.

21 [REDACTED] Would you find that?

22 MR. McEWING: Would you send requests through me of what
23 you're looking for?

24 MR. STOCK: Well, it's \$93,000. That much I remember.

25 [REDACTED] Okay.

1 BY [REDACTED]

2 Q. Was that for all of the vessels or just the *Misty Blue*?

3 A. Just sandblasting and painting that boat.

4 Q. So the \$93,000 was just the *Misty Blue*?

5 A. Just that boat, yeah.

6 Q. Okay. How many vessels are in the fleet?

7 A. The clam fleet is -- now there's one less, so it's five.

8 Q. So it was six counting the *Misty Blue*?

9 A. Right.

10 Q. Okay. And you're in charge of -- you're the vessel manager
11 for those six?

12 A. Yes.

13 Q. Okay. Are you the only manager?

14 A. No. I've been training a replacement since June or July, and
15 he is really taking over day-to-day operations since July.

16 Q. And who is that?

17 A. Chad Brayton.

18 BY [REDACTED]

19 Q. If we go back to the processing of the clams --

20 A. Yeah.

21 Q. -- and getting them on board, at any point is it designed so
22 that there's water coming on deck? Like when they haul up the
23 dredge, is there a lot of water coming up usually or --

24 A. The waters are directed overboard in a shoot with the shells
25 and sand and debris.

1 Q. Okay.

2 A. So the deck is wet, but it's not --

3 Q. It's wet but maybe not inches of water?

4 A. No, no inches. No.

5 Q. Okay. What type of pumps are on board the vessel to help
6 de-water?

7 A. I'm not familiar with that. I'm simply not.

8 Q. Okay.

9 A. Like I said, mine was up on top. I did everything on top of
10 the deck. I spent very little time in the engine room and all. I
11 just don't know it.

12 Q. Okay. Who would maybe know more about how the vessel was
13 designed and engineering components?

14 A. I simply don't know who to ask.

15 Q. Okay.

16 BY [REDACTED]

17 Q. Can I just backtrack a little bit more to your --

18 A. Yes.

19 Q. You mentioned earlier you have been in the industry for 35
20 years?

21 A. Yeah.

22 Q. Can you just give a quick synopsis of your maritime
23 professional employment over the years?

24 A. I started clamming in 1971. Went through all the clam boats,
25 the scallop boats, longlining, over all these years. Decided to

1 get my 100-ton ocean operator for some reason just because. Ended
2 up in Alaska working. Worked the West Coast, the East Coast, the
3 Gulf. I've also been in all the shipyards on both coasts and
4 Alaska. I've learned all the stuff on how to maintain boats that
5 way. I've been with this company since 1982 running various clam
6 boats, repairing clam boats, designing equipment to put on the
7 deck. Go to all the shipyards with the vessel.

8 Q. And this company is?

9 A. It used to be Atlantic Cape Fisheries. It went to Sea
10 Harvest and now the sub company is Atlantic Harvester.

11 Q. So Atlantic Capes, and then it was Atlantic Harvester?

12 A. No. Sea Harvester.

13 Q. Sea Harvester.

14 A. And then it went to Atlantic Harvesters.

15 Q. With the change in -- how recent are these changes?

16 A. Went from Sea Harvest to Atlantic Harvesters in -- started
17 the beginning of the year, but it's just in June and July --

18 Q. Okay.

19 A. -- when I told them I'm retiring and the other guy came on
20 board, that we got to go hard and heavy to get it together. So
21 it's pretty much together, that company.

22 Q. Were there significant changes made to the company during
23 that transition period?

24 A. No, not really.

25 Q. Did someone just sell it to someone else and --

1 A. They had to separate the scallop boats from the clam boats.
2 That's what they wanted to do.

3 Q. Was there a big change in personnel?

4 A. No, not really.

5 BY [REDACTED]

6 Q. Could we talk a little bit more about the setup of the
7 vessel? So we understand that in the aft of the vessel, that's
8 where the clam dredge comes on board and then there's the clam
9 holds. And then what is forward of the clam holds?

10 A. Forward of the clam hold is the back of the house.

11 Q. Okay.

12 A. Then you walk in the door to the galley.

13 Q. Okay. So on the weather deck, the house starts and that
14 first space you go into is the galley. Is there any other spaces
15 in there? Is there like a berthing accommodation or --

16 A. Yeah. The galley is a large galley.

17 Q. Okay.

18 A. And it encompasses -- I think he must have taken a bulkhead
19 out or something years ago. And there's a tool room right there.
20 It just blends right into the countertop of the galley, you know.

21 Q. Okay.

22 A. And you have all the tools stacked there and stuff like that.
23 That's on the left. On the right there's a head and two bunk
24 rooms, I think.

25 Q. Okay. And under the galley is that where the engine room is?

1 A. Yes.

2 Q. How do you get to the engine room?

3 A. There's a hatch there as you walk in the back door.

4 Q. A hatch in the floor?

5 A. Yes.

6 Q. So you have to lift it up?

7 A. Yes.

8 Q. And then is there a ladder or stairs?

9 A. A stairway, yes.

10 Q. Stairs. And so on the weather deck, it's all the galley, the
11 bunk room, workshop, bathroom, and up forward is the --

12 A. Three stairs to the pilothouse.

13 Q. Three stairs to the pilothouse.

14 A. Or two.

15 Q. And that's all on one level basically?

16 A. Right. It's all -- yes. We call it a standard shrimp design
17 hull. It really is.

18 Q. Okay.

19 [REDACTED] And you mentioned earlier there's not a vessel
20 in your fleet that is a sister ship?

21 [REDACTED] Nothing like this. Nothing.

22 BY [REDACTED]

23 Q. The *Lori Ann* is not a similar --

24 A. Nowhere near the same boat.

25 Q. Okay.

1 [REDACTED] Do you know of any other boats in the area that
2 are similar to it?

3 MR. STOCK: No, I don't.

4 BY [REDACTED]

5 Q. Who in the company would oversee crew training? Is there any
6 crew training?

7 A. It would be up to the captain to do that.

8 Q. Okay. Are you aware of any training that the vessel has done
9 or if there's any records or logs?

10 A. No, I'm not. Like I said, I do the maintenance on the boats.
11 I'm not involved in crew training or anything like that.

12 Q. Okay. So vessel manager is just maintaining the boats?

13 A. Yes.

14 Q. How about the operational schedule?

15 A. The operational schedule at that time was coming out of
16 Bristol, but now our guy in house, Chad Brayton, is doing it.

17 Q. Okay. Are you familiar with where the immersions suits were
18 located?

19 A. Yeah. They have -- they go through it every time, especially
20 with a new guy, you know. They go through the suits and make sure
21 they're functional and, you know.

22 Q. Where were they stowed?

23 A. I'm not familiar with it. There's no way I can know all of
24 this.

25 Q. Sure. Yeah. Understood. We're just trying to understand

1 what your role is, and we can ask other people about -- do you
2 know, does the company purchase immersion suit for the crew?

3 A. Oh, yeah.

4 Q. So who's responsibility is it to kind of outfit the vessel
5 with all the equipment?

6 A. When I was involved, it was myself and my subordinate.

7 Q. Okay.

8 A. And we would make sure that, you know, the captain would look
9 and make sure that he's got everything he needs. If he didn't
10 need -- if he needed something, we would get it for him.

11 Q. Okay.

12 A. It's no more complicated than that. We don't scrimp on
13 safety equipment.

14 BY [REDACTED]

15 Q. Who determines what is necessary?

16 A. The captain.

17 Q. So, if --

18 A. Through the Coast Guard, but -- you know, I'm sure they look
19 at what is required by the Coast Guard. We had immersion suits,
20 the flares. I think -- in fact, I remember 2018 is when the
21 safety sticker on the window expired, up to 2018.

22 Q. Okay. Sure.

23 A. I'm absolutely positive of that. That's something, you know,
24 I could walk across the deck of the boat and look at the stickers
25 and know -- whoa, that one's no good; do something about that.

1 Q. Who would arrange those exams?

2 A. Enoch was doing them, my subordinate --

3 Q. Okay.

4 A. -- who is still around.

5 MR. STOCK: You remember Enoch.

6 [REDACTED] Yes, I know Enoch.

7 BY [REDACTED]

8 Q. I don't know Enoch. What does he do? So I know --

9 A. He's working with me as -- originally, he was going to
10 replace me but things changed.

11 Q. And Mr. Brayton, Chad Brayton is now --

12 A. Yes. Yes.

13 Q. And Enoch is still with the company?

14 A. Yes, he is.

15 Q. Is he now like your subordinate and Mr. Brayton's
16 subordinate?

17 A. No. He went to the clam plant in Bristol.

18 Q. Okay. What's Enoch's last name?

19 A. MacDonough.

20 BY [REDACTED]

21 Q. If there was an issue with the vessel, are you the person
22 from the company that would get notified by the captain of a
23 mechanical issue or --

24 A. Then, but not now.

25 Q. When is then?

1 A. July.

2 Q. Okay. Who would get notified now?

3 A. Chad Brayton.

4 Q. Okay. Are you aware of any issues with the vessel
5 mechanically or structurally in the last --

6 A. In my tenure no, but I heard they were having a fuel problem
7 but it's not a big problem.

8 Q. A fuel problem?

9 A. Yeah. The engine was starved for fuel a couple of times. We
10 had the mechanic trying to sort it out.

11 Q. Okay.

12 A. I don't know where that went, you know. It's not --

13 Q. How many engines are on the *Misty Blue*?

14 A. One, two, three, four.

15 Q. How many are for propulsion?

16 A. One.

17 Q. Okay. So one engine for propulsion, one engine -- what are
18 the other?

19 A. Two generators and one pump engine.

20 Q. Okay.

21 [REDACTED] That pump engine is for the --

22 MR. STOCK: Clam pump we call it.

23 BY [REDACTED]

24 Q. And is in the lazarette?

25 A. Yes.

1 Q. What about any -- if there's any crew member concerns or
2 issues, who would address --

3 A. The captain would address that.

4 Q. Okay. Is there at any point that the captain would bring up
5 an issue to the vessel manager?

6 A. Yeah, but I don't know what it would be. You know, any --

7 Q. Any injuries or --

8 A. Yes. Definitely.

9 Q. Okay. Has there been anything, any injuries or crew member
10 concerns on the *Misty Blue*?

11 MR. McEWING: If we're talking about a case that's in
12 litigation, I will instruct him not to answer that question.
13 There's an active litigation.

14 [REDACTED] Okay.

15 MR. McEWING: And we are not going to talk about that.

16 BY [REDACTED]

17 Q. So, I'm just -- this is a -- the Coast Guard has a system,
18 it's called MISLE. It's Marine Information for Safety and Law
19 Enforcement, I think. And it's just, it's just where I pulled
20 these pictures from and it just tells us recent activities with
21 the vessel. So we were just -- like I see there's fishing vessel
22 decal exams conducted by MSD New Bedford. If an air station cites
23 the vessel, things like that.

24 We're only asking if this is a -- I don't have any record of
25 what we call marine casualty as far as an injury. So if someone

1 gets -- you have a crew member or someone on board gets hurt and
2 they're unable -- the treatment requires treatment beyond first
3 aid and they're unable to perform their routine duties, that's in
4 a marine casualty report, marine casualty. I just am confirming
5 that it's a complete record essentially. So we don't have any
6 record of recent injuries. You mentioned there's -- to your
7 knowledge, there's no injuries.

8 A. I don't know how to answer that.

9 MR. McEWING: Well, if you want him to look at the record --

10 [REDACTED] Sure.

11 MR. McEWING: -- maybe show him the record.

12 MR. STOCK: What is the record here?

13 BY [REDACTED]

14 Q. It's called a vessel profile. Gives us information on the
15 vessel, the decals, which is the sticker you mentioned earlier.
16 And these are just -- so, if there were recent what we call
17 activity. So if there's a fishing vessel exam --

18 A. Okay.

19 Q. -- an air station citing. This vessel used to be called the
20 *Harvester*; is that correct?

21 A. No. Not to my knowledge.

22 Q. It was never called the *Harvester*?

23 A. Not to my knowledge. Maybe it was. I don't know.

24 Q. Okay. So that's essentially what we're -- I'm just trying
25 to --

1 A. What date was this? 2007? No, I don't know, I don't know
2 that. I don't buy that (indiscernible) --

3 Q. Okay. So, if it's --

4 A. Can I take --

5 Q. Sure. So to your knowledge, it was always called the *Misty*
6 *Blue*?

7 A. *Misty Blue*.

8 Q. Okay.

9 A. Which was the name of this guy that used to own it when he
10 owned the *Misty Blue* 30 years ago down in Cape May.

11 Q. Sure. So that's kind of another reason we try and check our
12 records to make sure that it's somehow not --

13 A. I don't believe that's the boat.

14 Q. Okay.

15 A. But it might be.

16 Q. Something for us to check on.

17 BY [REDACTED]

18 Q. When you're processing clams and you're pulling up the
19 dredge, is it ever possible for the dredge to get stuck on the
20 bottom? How does that work and how do you fix that?

21 A. You, through years of experience, know how to wiggle it
22 loose by changing the direction, by just making the wire tight and
23 holding it, and the boat will actually rise and very, very nicely,
24 without wrecking stuff, un-lodge it. Or we'll have to leave it
25 and have a scuba diver come and get it back that way.

1 Q. How do you leave it?

2 A. You take buoys and tie it off to the topline and haul-back
3 wire, and throw the buoys over, and come back with another boat
4 and support equipment and divers.

5 Q. Okay. Are you familiar with how high the rails were on the
6 deck of the *Misty Blue*?

7 A. I can visualize it, that's all.

8 Q. Maybe like if you were standing next to the rails, would they
9 come up to your knees or to your waist; do you remember?

10 A. It would be over my knee, I'm absolutely sure. They'd be
11 almost up to my hip.

12 Q. Okay. So maybe like --

13 [REDACTED] So can we call it 2½ or 3 feet?

14 MR. STOCK: Well, I'd say 34 or 38?

15 [REDACTED] Inches?

16 MR. STOCK: What is this table?

17 MR. McEWING: I'd prefer that he doesn't guess.

18 MR. STOCK: Yeah. I don't know.

19 [REDACTED] Okay. How about -- how tall are you?

20 MR. STOCK: 5'6 on a good day.

21 [REDACTED] 5'6. And it came somewhere between your knee
22 and your hip?

23 MR. STOCK: Yes.

24 [REDACTED] Okay.

25 BY [REDACTED]

1 Q. Is that a normal height for a rail on a clam boat?

2 A. How deep do you want me to get into this, you know? I
3 mean --

4 Q. We're just trying to learn --

5 A. -- they have set heights for these rails when they build
6 these boats.

7 Q. Okay.

8 A. And I know over the years the older boats had a lower rail
9 than the newer boats.

10 Q. Okay.

11 A. And I don't know whether that's an ABS standard. I don't
12 think it is. But I noticed over the years the rails have gotten
13 higher on these boats. Believe me, jumping over these boats all
14 day long and --

15 Q. Yeah, understood.

16 A. And the *Misty Blue* had high enough rail that the owner cut a
17 door in the side of the rail.

18 Q. Okay. To get onto the boat?

19 A. Yes.

20 Q. Are there scuppers or --

21 A. Oh, of course.

22 Q. Okay. And where are they usually? Along the outside of the
23 deck?

24 A. Yeah, along the side. I don't know the exact placement.

25 Q. Sure. No, I'm not asking. Just curious.

1 A. Just in the side to keep water out.

2 Q. And do you remember, do they continue all the way up to the
3 fo'c's'le or are they only -- are the scuppers --

4 A. Midships back.

5 Q. And then they stop. So how would the water -- if you got
6 water on the fo'c's'le it would drain to the back of the boat and
7 then out through the scuppers?

8 A. Yes.

9 [REDACTED] That door that was cut in the rail, that's
10 simply used when the boat's at the dock to get in and out of the
11 boat?

12 MR. STOCK: That's exactly right. There's a piece of
13 aluminum put in there to keep the water from coming in.

14 [REDACTED] And it's bolted in somehow or slides?

15 MR. STOCK: It's got slides on it. It slides in.

16 [REDACTED] Okay.

17 BY [REDACTED]

18 Q. How about the bulkhead between the clam holds and the engine
19 room --

20 A. Yes.

21 Q. -- was that watertight?

22 A. Yes, hundred percent.

23 Q. How about where the tail shaft comes into the engine room, is
24 there a penetration to connect to the engine?

25 A. I'm sure there is, but I can't remember. I can't visualize

1 it.

2 Q. Okay. Are you aware of water ever coming along the tail
3 shaft alley into the engine room? Was that ever an issue?

4 A. Not to my knowledge. No.

5 Q. Okay. Is there anything we haven't talked about so far that
6 you think is relevant?

7 A. No.

8 Q. Okay. Have you ever had an issue where you needed to order
9 something for the vessel and for whatever reason that wasn't
10 ordered or wasn't supported from the higher parts of the company?

11 A. If anything, it's absolutely the opposite. We spend money
12 like it's insane. I mean, we don't pull any punches. If it needs
13 it, it gets it and it gets it yesterday.

14 Q. Who is your point of contact or the -- is there somebody in
15 the company that is higher up than you are?

16 A. No. When it comes to all this? No, I just do it.

17 Q. Okay.

18 A. If it needs it, needs an engine, needs maintenance, needs
19 anything, there's -- I don't -- there's no need to ask anybody.
20 They'd all tell me the same. So I have the luxury of doing
21 whatever I want, whenever I want it, and money is no object on
22 keeping these boats safe.

23 Q. Do you have a supervisor? Is there somebody --

24 A. There's nobody over me that I know of.

25 Q. Okay.

1 BY [REDACTED]

2 Q. Do you ever have to go back and tell someone, hey, it's going
3 to cost \$93,000 to get this boat sandblasted and whatever?

4 A. No.

5 Q. So you just work with the shipyard and say --

6 A. Yep.

7 Q. -- do what you need to --

8 A. That's the --

9 Q. -- send the bill to me?

10 A. That's the cost of it.

11 Q. Okay.

12 A. There's no way you're going to change that, so why belittle
13 it and get the higher-ups involved.

14 Q. Right. So it's fair to say that no one is holding your purse
15 strings?

16 A. No one. The freedom I have is just unbelievable. It really
17 is.

18 BY [REDACTED]

19 Q. Who are the higher-ups, though? How does the -- there's this
20 part of the company is in Fairhaven; is that correct? And then
21 are there other parts of Atlantic Capes or Sea Harvesters?

22 A. I don't know how to answer that. I really don't. I don't
23 know the structure of the company. I'm unaware of it.

24 Q. So yesterday I was on a phone call with Danny Cohen and a
25 couple others, Sam Martin. What is their role in the company?

1 A. I know Sam is head of operations in Cape May.

2 Q. Okay.

3 A. And Danny is the original entity of the whole company.

4 Q. Okay. Is each part of the company by geographic location,
5 you each do your own -- you oversee your own boats?

6 A. We separate in species -- clams, scallops, squid -- and with
7 the processing and all that, you know. He's into oysters, all
8 that. It's all separated like that.

9 Q. Okay.

10 A. All different -- all companies to manage it.

11 Q. Do you have contact with other people in the company or are
12 you just work with the people that are in Fairhaven?

13 A. Basically, when I got here 6 years ago, I formed this. This
14 is it.

15 Q. So, on daily or weekly, you don't need to check in with
16 anyone in Cape May or anybody else in the company; it just kind of
17 operates by itself?

18 A. When I feel the need to bring somebody in, I will.

19 Q. And who would you bring in?

20 A. It all depends what the issue is.

21 Q. Could you give me an example?

22 A. No. I really can't. I'd have to invent a situation. I
23 don't know what I'd invent in order to give you an answer.

24 [REDACTED] So you've never brought anyone in that you
25 needed to?

1 MR. STOCK: Let me -- not to my knowledge. I know it's
2 happened, but I just can't remember an incident.

3 [REDACTED] Okay.

4 MR. STOCK: And I don't know why, but I just can't.

5 [REDACTED] That's okay. That's fine.

6 BY [REDACTED]

7 Q. We talked a little bit about how you're constantly welding on
8 these boats and working on the gear; they were in the shipyard and
9 had the sandblasting done. Are these boats on -- was the *Misty*
10 *Blue* specifically on some type of schedule: This year they do
11 this, next year they do this?

12 A. We always have a plan, and every 2 years they get hauled
13 whether they need it or not. But lately I haven't made it 2 years
14 on any of them. The *Enterprise* been up there for 5 weeks, at the
15 shipyard, and just got launched last week.

16 Q. Okay. Is this plan in writing somewhere?

17 A. No.

18 Q. How do you know when they're due then?

19 A. You just know, you know.

20 Q. Okay. When they get hauled, what type of work do they have
21 done?

22 A. Usually all the running gears redone, bottoms painted,
23 scrapped, zincs are a big thing around here, stuff like that.
24 Normal maintenance, same thing you do to your boats.

25 Q. So when we talked about the \$93,000 bill from what we think

1 was January to June of '16, that was --

2 A. Sandblast, painting.

3 Q. -- that 2-year haul-out?

4 A. Yes.

5 Q. Okay. What other -- are there weekly maintenance things that
6 these are done every week?

7 A. Every trip there's maintenance.

8 Q. Okay. Is that listed somewhere? How does the captain know
9 what he or she has to do?

10 A. He's there. He can see the bearing failed or the hose is
11 getting weak or the towline needs replacing.

12 Q. Okay. So, to me, that seems more of a reactionary
13 maintenance schedule: I see that the bearing failed; I see that
14 the line is weak?

15 A. Yes.

16 Q. What about a, what I'll call a preventative maintenance
17 schedule, where even though I might not visually see that that
18 bearing is starting to fail, every 3 months I change it or every 6
19 months I test it?

20 A. We don't do that with deck gear. We just run it to failure,
21 the deck gear.

22 Q. What about non-deck gear? Engineering gear or navigational
23 gear or lifesaving gear?

24 A. Is there a maintenance schedule -- are you referring to
25 survival suits and stuff like that?

1 Q. Sure.

2 A. Well, every time we have, you know, a safety drill we look at
3 the survival equipment, and if it's getting old or something like
4 that, we would just replace it.

5 Q. Okay. How often do you do safety drills?

6 A. We try to do one every month.

7 Q. Who tracks that?

8 A. The captain.

9 [REDACTED] Is there a company policy or something that
10 says to do a safety drill every month?

11 MR. STOCK: No, but we try to. We've had a lot of turnover
12 on these boats, so always got to do them.

13 BY [REDACTED]

14 Q. So when you have a lot of turnover, then you do more --

15 A. (Indiscernible) just the whole thing. The captain runs
16 through where the flares are, where the radios are, and all that.

17 Q. Okay. Is there a preventative maintenance schedule for -- we
18 talked about the four engines?

19 A. Well, we're always -- the oil, the filters, every month we're
20 replacing oil filters, the general maintenance, you know. It
21 never ends. I mean, every -- every 200 hours all the oil gets
22 changed, all the filters get changed, the air filters, the -- all
23 of it. It's endless. I mean, and then, you know, when you start
24 seeing a little bit of smoke or something like that, the mechanic
25 comes in and troubleshoots it for you.

1 Q. With the 200 hours, were you just throwing that out there or
2 is that accurate?

3 A. That is accurate. Yes, 200 hours. The one engine goes 250.
4 I can't remember which one it is.

5 Q. Okay. How long does it take to get 200 hours on these
6 engines?

7 A. All depends how much you're working.

8 Q. Could it be in a week? Could it be --

9 A. No. It would be about 3 weeks. That's a lot though. It
10 usually goes a month and a half. That's an average. Don't hold
11 me to that.

12 Q. Sure. And are these oil changes and filter changes and that
13 200-hour maintenance, is that logged somewhere?

14 A. Yes. The captain keeps a log of that.

15 Q. Okay. But that's the only record of that? There's not a
16 maintenance --

17 A. No.

18 Q. Okay.

19 [REDACTED] Where is that log usually kept?

20 MR. STOCK: The captain keeps it somewhere. I don't know
21 where. Everybody keeps -- some keeps in a bunkroom in their
22 drawer, the others keep it in the pilothouse.

23 [REDACTED] Okay.

24 BY [REDACTED]

25 Q. Do you check on that as the vessel manager?

1 A. We try to. So the answer is yes.

2 Q. Okay. So you'll ask the captain, can I see the log --

3 A. Yes. Because they try to cheat on it. They don't want to do
4 that work, you know. I mean, it's part of the job and --

5 Q. Sure.

6 A. -- they could push it another week they will, but we don't
7 let them. We got to keep up with them.

8 Q. Have there been instances where you've found them, to use
9 your word, cheating on it, where it's been, oh, this engine is 400
10 hours in and we haven't done --

11 A. Never that much. It's usually one trip, 12 hours, 14 hours,
12 you know.

13 Q. Okay. How do you -- is there --

14 A. Hour meter. I read your mind. It's an hour meter --

15 MR. McEWING: I prefer if you wait for the question, please.

16 MR. STOCK: That's why he's here.

17 BY [REDACTED]

18 Q. Is there -- do you have a specific date, you know, on the
19 15th of the month do you say, captains, give me your logs, I want
20 to check them? Or do you just --

21 A. No, we don't.

22 Q. You know in your head, hey, I haven't checked in December;
23 I'm going to go check this boat?

24 A. Yeah. I mean, you can see -- the oil comes onto the dock and
25 there's no oil here, you know. I mean, let's keep it running.

1 It's in your mind, you keep it.

2 BY [REDACTED]

3 Q. What do you mean the oil comes onto the dock?

4 A. When we take it and dump it in the 55-gallon drums and Luser
5 (ph.) comes and gets it. You know, we got to account for all
6 that.

7 Q. Where does the oil come from?

8 A. The engines.

9 Q. When you do the oil changes?

10 A. Yeah. We dump it into a container. Take it out and put it
11 in 55-gallon container, and Luser comes and gets it.

12 Q. And how -- and you said -- how is that related to the
13 maintenance? You notice that there's less oil or something?

14 A. Yeah. I mean, you can tell. Like, the boat is sitting there
15 and no oil or filters have come off the boat in a while, you get a
16 little curious. Like, whoa, let me see that logbook, you know.

17 Q. Oh, okay.

18 A. And I sneak down and take pictures of the hour meters just to
19 keep them honest too.

20 Q. And who does the -- who changes the oil?

21 A. The crew does that.

22 Q. Okay. What is the benefit to them for, as you said, you
23 know, cheating the log or not documenting it?

24 A. Less work.

25 Q. So then they wouldn't have to change the oil?

1 A. Yeah, but they usually -- like I said, if they came in from a
2 big trip and they want to go out and do another one, we'll just
3 let it slide for one trip. And it's close enough, you know.

4 Q. Could we talk a little bit about the relationship the crew
5 has. They are paid based on the catch?

6 A. Correct.

7 Q. Is there anything that the crew pays for on the boat?

8 A. Grub.

9 Q. Who pays for fuel?

10 A. We do.

11 Q. Okay.

12 A. We pay for everything but grub.

13 Q. Everything but food. How about hiring crew members; how does
14 that process work?

15 A. We usually leave it up to the captain because he's got to
16 deal with the person and he knows people. They are better suited
17 to work with somebody they know.

18 Q. Is there any drug testing involved?

19 A. Yes.

20 Q. What's that process?

21 A. Drug testing.

22 Q. When would they be --

23 A. Urine test at the time of filling out the application.

24 Q. Okay. So pre-employment drug testing?

25 A. Uh-huh.

1 Q. Are they subject to any random drug testing?

2 A. Yes. Occasionally, we do if we suspect something.

3 Q. Okay.

4 A. And the captain is the one that will be the most likely one
5 to ask for another one.

6 Q. Okay.

7 BY [REDACTED]

8 Q. Are any of your captains -- you mentioned you had your 100-
9 tons. Are any of your captains, is it a requirement for the
10 company to have --

11 A. No, it's not.

12 Q. Do any of your captains have licenses?

13 A. I don't know.

14 Q. How many different captains run the *Misty Blue*?

15 A. Just one captain at a time, yes.

16 Q. Are there -- is there only one person on the *Misty Blue* and
17 this -- he or she only ever runs the *Misty Blue*?

18 A. Correct.

19 Q. Okay. What if he or she is on vacation; is there someone
20 else?

21 A. We try to do maintenance or something in that time. It's
22 just not worth it.

23 Q. Okay. So who is the captain of the *Misty Blue*?

24 A. Eric Arabia [sic] at this time.

25 Q. Okay. And do you know how long he's been captain?

1 A. I'm not sure.

2 Q. Okay.

3 BY [REDACTED]

4 Q. How about the other crew members; are you familiar with how
5 long they have worked on the *Misty Blue*?

6 A. The only one I recognize is Mike Roberts. He has been there
7 probably from the other owner.

8 Q. Okay.

9 A. He's been there on and off for 2 years, and that's a
10 guesstimation.

11 Q. Is it easy to find crew members for these vessels?

12 A. No. It's becoming harder and harder. Nobody wants to do
13 this kind of work.

14 Q. Okay.

15 BY [REDACTED]

16 Q. Is it possible to have someone who's never been on a fishing
17 vessel as a crew member?

18 A. Yes. You have to start somewhere.

19 Q. Sure. Does this company -- will this company hire someone
20 who is without experience?

21 A. Yes.

22 MR. McEWING: Well, I just want to be clear. You said this
23 company hires. I think he testified earlier that the captain
24 hires.

25 [REDACTED] Okay.

1 BY [REDACTED]
2 Q. Does Mr. Arabia hire?
3 A. You'd be better off asking him, but I think it's happened.
4 Q. Okay.
5 [REDACTED] Is there any training program for new hires?
6 MR. STOCK: No.
7 [REDACTED] We've been going for almost an hour now, do
8 you want to take a break?
9 MR. STOCK: No, let's go to the end here.
10 [REDACTED] Okay. Do you need --
11 [REDACTED] Is it all right if I take a break --
12 MR. STOCK: Yeah. Go ahead.
13 [REDACTED] -- and we'll take 5 minutes here?
14 (Whereupon, the interview was concluded.)
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: CAPSIZING AND SUBSEQUENT SINKING OF
 COMMERCIAL FISHING VESSEL *MISTY BLUE*
 DECEMBER 4, 2017
 Interview of James Stock

ACCIDENT NO.: DCA18FM005

PLACE: New Bedford, Massachusetts

DATE: December 6, 2017

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.

—
Le
Transcriber