

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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COMMERCIAL FISHING VESSEL *CAROL*

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*JEAN* LOSS OF PROPULSION &

\*

SUBSEQUENT GROUNDING OF TOWING

\*

VESSEL *HAVING FAITH* AND SINKING OF

\*

THE *CAROL JEAN* ON MARCH 16, 2023

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Interview of: CHARLES JONES, Owner/Operator  
*CAROL JEAN* and *HAVING FAITH*

via telephone

Friday

March 24, 2023

APPEARANCES:

JON FURUKAWA, Investigator  
National Transportation Safety Board

LT. [REDACTED]  
United States Coast Guard

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I N T E R V I E W

(1:21 p.m.)

1 MR. FURUKAWA: And let me start off with it. It is Friday,  
2 the 24th of March 2023 and we're here to interview Mr. Charles  
3 Jones, the owner/operator of the *Carol Jean* for the *Carol Jean* and  
4 *Having Faith* accident. And before we start -- let's see -- and  
5 the time is 1321. Before we start, my name is Jon Furukawa from  
6 the NTSB and this investigation is led by the Coast Guard. And  
7 for the sake of the transcriber, why don't you go ahead and state  
8 your name and your organization. We'll start off with you,  
9 [REDACTED].

10 LT. [REDACTED]: This is Lt. [REDACTED], that's [REDACTED]  
11 [REDACTED] I'm the Chief of Investigations at Sector  
12 Charleston in Charleston, South Carolina.

13 MR. FURUKAWA: Okay. And, Mr. Jones, go ahead for the  
14 transcriber.

15 MR. JONES: Charles Jones.

16 MR. FURUKAWA: Okay. And, Jennifer, you're lead. Why don't  
17 you go ahead?

18 LT. [REDACTED]: Okay.

19 INTERVIEW OF CHARLES JONES

20 BY LT. [REDACTED]:

21 Q. So, Mr. Jones, could you first start off by explaining your  
22 relation to the vessels *Carol Jean* and *Having Faith*?

23 A. Yes, ma'am. I am -- I worked the -- I worked -- I just

1 bought the *Having Faith* from the federal government and the U.S.  
2 Marshals up at Port Royal, South Carolina and I was taking it to  
3 Georgia. And when we went about 10 miles off the shore and the  
4 rope caught, yeah, one big old rope. The rope caught  
5 (indiscernible). And so we tried to get it and we did tie it up,  
6 and the guy I had on the boat with me, Russell Rogers, told me the  
7 rope was in the clear and then when I tried to pull up the rope,  
8 it was in the water and in the wheel. And instead the *Having*  
9 *Faith* was (indiscernible) right behind me too, and the wheel  
10 caught the rope and popped the *Having Faith*, so I was trying to  
11 catch it with the ropes, and we couldn't get it.

12 So I dropped anchor a few times and the *Having Faith* got  
13 away. So we called the Coast Guard, my daughter did anyway,  
14 called the Coast Guard. They didn't want (indiscernible), so they  
15 had to dive after us in the water and the Coast Guard came and got  
16 us, thank the lord. And we came back to the boat. We hired CJ  
17 Diving Co. (ph.) we went back to the boat to make sure everything  
18 was okay. The port (ph.), so we could put it on the clutch. And  
19 after we -- after I ordered the part, I got a call that evening to  
20 say that the EPIRB was going off. And I said oh, no, I just hope  
21 that it just turned around. But if it -- and then I called back  
22 the Coast Guard. They told me that it was still in the same  
23 (indiscernible) six miles offshore. And that's all I have.

24 Q. Okay. Thanks for sharing that. We'll get into that a little  
25 bit more and probably ask you some additional questions about

1 that.

2 A. Okay.

3 Q. Before we get into it too much, can you tell us how long  
4 you've been a mariner, what's your history with owning or  
5 operating fishing vessels?

6 A. Approximately -- currently all my life, except for being in  
7 in law enforcement for 42 years. As a police officer,  
8 (indiscernible) a police officer, worked for Georgia Highway State  
9 Patrol as a state trooper, worked fatality investigation. And I  
10 worked for the federal government out of Port Stewart as a traffic  
11 investigator. Then I was sheriff for 15 years. That's when I  
12 retired from the sheriff's office.

13 Q. Okay. How long have you owned the *Carol Jean*?

14 A. Over five years.

15 Q. And do you operate it yourself? You go out fishing?

16 A. I go every once in a while. I got a young guy named,  
17 (indiscernible), Russell, but he had torn ACL and he said no to  
18 tow. (Indiscernible), broke my back.

19 Q. Okay. So basically you've been working on fishing vessels on  
20 and off throughout your life.

21 A. Yes, ma'am.

22 Q. Have you owned other fishing boats besides these two?

23 A. Yes.

24 Q. When was that and what boats were those?

25 A. One of them was the *Lady Vanessa* and that was over four or

1 five years ago, probably longer than that.

2 Q. What was the name of that boat?

3 A. *Lady Vanessa*.

4 Q. *Lady Vanessa*?

5 A. Um-hum.

6 Q. Okay. Were there more?

7 A. Say again?

8 Q. Were there other boats, too?

9 A. Yes, I had one named the *Sea Prowler*, but it sunk at the  
10 dock, the old one. It sunk at the dock and we pulled it up and --

11 Q. What was that one called?

12 A. Say again?

13 Q. What was that one called?

14 A. *Sea Prowler*.

15 Q. *Sea Prowler*?

16 A. Um-hum.

17 Q. But it sunk at the dock?

18 A. Yes, ma'am. But I don't want no more.

19 Q. Okay. All done after this?

20 A. Yes, ma'am. I'm done, I'm done.

21 Q. All right. Let's see. So can you explain again why you were  
22 underway last Thursday, March 16th? What were you doing?

23 A. I was -- I don't know what the date is, but I was taking it  
24 back to the dock that I dock at at Valona. And I was going to  
25 take all the parts and stuff off it, engine, and well, everything

1 off and then we was going to crush it up and take it to the land  
2 that I own, put it in a hole.

3 Q. And put it where?

4 A. Put it in a hole that I own -- I own some property, some  
5 land --

6 Q. Okay.

7 A. -- in my county.

8 Q. Okay. Were you planning on operating it or --

9 A. No, the only one I was operating is the *Carol Jean*. The  
10 other, the *Having Faith*, we were going to crush that after we got  
11 all the parts and stuff off it.

12 Q. Oh, okay. You were just going to use the parts.

13 A. Yes, ma'am.

14 Q. What was the condition of the *Having Faith* like when you  
15 bought it?

16 A. I couldn't tell you that much about it, because, you know, I  
17 bought it through the auction thing. And I couldn't tell you that  
18 much about it, so -- but that was -- I was bringing it back to  
19 take whatever good parts on it off, and some of the parts --  
20 people that wanted some other parts off it, too. You know, so I  
21 was just taking it back and after I got through with all the parts  
22 off it, I was going put it at the water on the (indiscernible) and  
23 crush it.

24 Q. Okay. Did you know, like, which parts worked on it? I mean,  
25 I know you were towing it down, so did it run?

1 A. I don't think it -- a brand-new air conditioning it had on  
2 it. Most of the (indiscernible) that was on it and some of the  
3 running lights and stuff that I had already took off the top of  
4 it, and I put it on mine, and -- because Marty (ph.) was -- or  
5 Mark (ph.) was going to come back down to inspect my boat. And I  
6 was taking the stuff off that I needed for mine and putting the  
7 vise, things in place like he wanted to. I mean, I was just, you  
8 know, getting the boat ready for another Coast Guard inspection.

9 Q. Got you. Do you know --

10 A. Yeah, I was -- ma'am?

11 Q. Yes, do you know if the engine ran on the *Having Faith*?

12 A. No, no engine was on it. No oil, no fuel, no -- nothing was  
13 on it. They have hot air valves and I have the (indiscernible)  
14 around the shaft, which you want to turn and -- because they ain't  
15 have nothing -- they ain't have no oil in the clutch on the deck  
16 (ph.).

17 Q. Okay. How did you set it up for the tow? Like what kind of  
18 tow line did you use, like how did you work that?

19 A. Okay. It was two big fuel tanks in the front hold of it, and  
20 it was already tied, but we went down there, double-checked it and  
21 then we tied it again, because we got to -- we had to tie it up at  
22 the back of my back boom. And they had the rope -- they had the  
23 anchor ropes, them big old -- I forgot. I don't know how big it  
24 was now, that rope is. But they had the big anchor rope on it.  
25 And we tied it to that, to them two tanks that had that on it, and

1 them two tanks, the line chafed, and that anchor chute, and it  
2 must have cut it and broke it. Because we had a -- I had put a  
3 tie in between my rope and that rope so if it jerked or flinched  
4 (ph.) or something, it just jerk and snatch (ph.) the tie. And  
5 you know, it's like a (indiscernible), you know, want -- you know,  
6 you'll want to pull that down.

7 Q. Okay. So you had a rope tied off through your back boom --

8 A. Yes, ma'am.

9 Q. -- onto -- going over to the *Having Faith* and it went --

10 A. Yes.

11 Q. -- and it went down the anchor chute and was tied off to a  
12 fuel tank in the front --

13 A. Yes.

14 Q. -- hold?

15 A. Yes, two fuel tanks.

16 Q. Okay. But you think that the line chafed and broke?

17 A. Yes, ma'am, that's what I'm thinking, that's what went on.

18 Q. That's what you're thinking happened?

19 A. Yes, ma'am.

20 Q. When do you think that happened?

21 A. Right near where I stop at. The same day, it was right near  
22 where I stop at.

23 Q. Okay, all right. We'll get back to that a little bit more.

24 Can you describe, like, what the condition of the *Carol Jean* was?

25 I know you've owned that boat for a few years. Just talk about,

1 like, what was running well, if there was anything that wasn't  
2 going well. Have you ever had any history of, like, flooding or  
3 issues with the hull? Just talk about, like, what the boat was  
4 like.

5 A. Wasn't as it seems (ph.) but I was just making it better than  
6 what it was. I spent a lot of money on it. I spent about 4, 5,  
7 \$50,000 just to overhaul the engines. And bought brand new stuff  
8 for my (indiscernible), my electrical (indiscernible), and stuff  
9 like that. It's just -- I just spent a whole bunch of money on  
10 that boat. And I was just trying to -- I don't know, trying to  
11 make it look like it's a brand new boat or something. I don't  
12 know why I keep doing that, but I did. I lost -- it must have  
13 been -- I lost -- might be \$150,000 just from working on the boat,  
14 you know, getting it like it's brand new again.

15 Q. Yeah, I can understand that's probably very frustrating.

16 A. Yes.

17 Q. Okay. So had you ever had any issues with it in the past,  
18 like, any of the spaces flooding or any of the machinery not  
19 working or anything like that?

20 A. No, everything was working.

21 Q. All right. Okay. Can you -- if you wouldn't mind, going  
22 back to the beginning again. When did you leave Port Royal?

23 A. I can't remember the date.

24 Q. So last Thursday was March 16th and it was -- Thursday night  
25 was when your daughter called the Coast Guard.

- 1 A. Yeah, that -- it would be that same day.
- 2 Q. Okay. Could you remember approximately what time? Was it  
3 that morning or afternoon?
- 4 A. No. What time we left? We left about -- must have been  
5 about 11:30.
- 6 Q. You said about 11:30?
- 7 A. About 11 -- yes, 11:30 that day.
- 8 Q. Okay.
- 9 A. Yeah, that was (indiscernible).
- 10 Q. All right. So just going from there, you got underway from  
11 Port Royal.
- 12 A. Yes.
- 13 Q. How was the voyage going on Thursday afternoon?
- 14 A. It was going good until this -- until that rope popped. I  
15 was pulling them about 3 -- 6 knots, I think.
- 16 Q. Okay, 6 knots.
- 17 A. Yes, I didn't want to pull no faster than that.
- 18 Q. About how long was that tow line in between the stern of the  
19 *Carol Jean* and the bow of the *Having Faith*?
- 20 A. Between 100 and 150.
- 21 Q. 100 to 150 feet of rope?
- 22 A. Yes.
- 23 Q. Okay. And then describe when you first noticed something was  
24 wrong.
- 25 A. Well, we didn't notice anything that was like -- everything

1 was looking smoothly up until that rope popped.

2 Q. Okay. How did the rope pop or how did you know it popped?

3 A. I heard something snap and then I look at the back, me and  
4 Russell, when the boat had done turn sideways (indiscernible). I  
5 pull up, go back there and grab that -- the line and show him the  
6 lines to pull in. And he told me he had them up. So we're ready  
7 to tow again, went back to the boat to put another line back on  
8 it. And then he told me the line was all right, secured, and then  
9 the line was underneath the -- I need to pull it this way -- the  
10 line got into the wheel.

11 Q. Okay. So the tow line, did it, like, fray and break or did  
12 it just come off?

13 A. I don't know, it just -- I don't know how -- I don't know how  
14 it come up. I can't explain that to you --

15 Q. Okay.

16 A. -- because I don't know. I'd be telling you a lie if I tell  
17 you that because I don't know.

18 Q. No, that's fine. Yeah, if you don't know that's fine.

19 A. No, ma'am.

20 Q. So in (indiscernible) then you turned the *Carol Jean* around  
21 to try to go hook up the tow again. Is that correct?

22 A. Yes, ma'am, I did.

23 Q. Okay. Do you know approximately what time this was? Was  
24 this in the afternoon, the evening?

25 A. It wasn't -- it was -- I don't know, it was about 3, 4:00, I

1 guess. I don't know, because I was trying to get it toward that  
2 dock, and when he tried to get off on the other boat to tie the  
3 line, (indiscernible). Our job then was to get them out of that  
4 water and that's what I did.

5 Q. All right. So Russell pulled the tow line up and then you  
6 think the tow line got caught up in the propeller of the *Carol*  
7 *Jean*?

8 A. Yes, ma'am.

9 Q. Does the *Carol Jean* just have one propeller?

10 A. Yes, ma'am, that's all it has.

11 Q. Okay. So you guys saw that -- or you guys noticed that it  
12 was stuck in the propeller and you weren't able to get it out.

13 Correct?

14 A. No, we weren't able to get it out.

15 Q. Okay. And so what happened after that?

16 A. I dropped the anchor and I still had the boat, the other boat  
17 behind me. And it was that evening, I told Russell to hand me the  
18 hook and we tried to catch that line on the *Having Faith* and make  
19 sure it was tied off. And it was on the wheel and the wheel cut  
20 it, you know, back and forth, scratching back and forth. And the  
21 wheel cut it and it got away. And I know I couldn't go get it  
22 because I didn't have no clutch. I couldn't go forward nor  
23 backwards.

24 Q. Right. So you're saying you had a line over from the *Carol*  
25 *Jean* to the *Having Faith*, you tied it off somewhere else to try to

1 keep it close to you?

2 A. Yeah, I tried to keep the boat there. As a matter of fact, I  
3 was standing up on the boat and I couldn't hold on to it because  
4 it got away.

5 Q. Yes. What were you trying to tie it off to?

6 A. I had my cleats on the boat.

7 Q. Oh, okay. You were just -- okay, I understand. Sorry, I  
8 know it's a lot of questions. I'm just trying to visualize --

9 A. Yeah, I know.

10 Q. So you were trying to use the same tow line to tie off to a  
11 cleat on the *Having Faith*, but you couldn't get it secured and the  
12 boat ended up floating away.

13 A. Yes, ma'am.

14 Q. Was it -- was that nighttime? Was it already dark then?

15 A. Ma'am?

16 Q. Do you know about what time that was when the --

17 A. No, it was dark --

18 Q. -- *Having Faith* left --

19 A. It was getting dark. That's when the chopper come out and  
20 get us.

21 Q. Yeah.

22 A. I don't know what time that was.

23 Q. Okay, that's fine. And I have --

24 (Crosstalk)

25 Q. sorry, go ahead. I was just going to say --

1 A. You know my daughter --

2 (Crosstalk)

3 A. My daughter was scared because I was out there in that water,  
4 me and Russell, and -- because me and Russell brought the boat  
5 back from Key West, Florida in May -- April or May of last year.  
6 And we never -- we didn't have no trouble. And I had just lost my  
7 wife, I guess, four and a half years ago, and I guess I'm the only  
8 one that (indiscernible). But she was making sure I was safe on  
9 land, so she just called everybody.

10 Q. Yeah. Well, it's good that she called us. We're glad that  
11 she did, and we're glad it all worked out well --

12 A. I'm glad --

13 Q. -- for you and Mr. Rogers.

14 A. Yes.

15 Q. All right. And I do have some information from, like, the  
16 Coast Guard crews who were involved so they can help me figure  
17 out, you know, like what time they were able to come in and help  
18 you guys off the boat. Did they take you -- did they hoist you  
19 directly off of the boat or -- I heard something about you guys  
20 getting in a life raft?

21 A. Yes, they wanted us to jump in the water and that's when it's  
22 one of them -- what you call them things that drop down from the  
23 helicopter, the chopper?

24 Q. Um-hum.

25 A. They -- I grab them, went back to the chopper, both of us.

1 And then the Coast Guard pilot, he came on -- he was the last one  
2 who came on. But I'll tell you one thing. If it wasn't for them,  
3 I don't know what'd do. Everybody, they did an excellent job.

4 Q. That's good to hear.

5 A. And they saved all our lives.

6 Q. So did you guys launch a life raft from the *Carol Jean*?

7 A. No, ma'am. Uh-uh. We just put our life jacket on. They  
8 wanted us to put our life jacket on, that's what we did.

9 Q. Okay. You put your life jackets on, and you jumped in the  
10 water?

11 A. Yes, ma'am.

12 Q. Okay. There was no life raft or float or anything like that?

13 A. No, it was on top of the pilothouse but we never -- we never  
14 took it off because -- I know I was going to come back and get the  
15 boat after I got that little part back in my clutch, the back  
16 part. I was going to come back and get the boat. Of course, we  
17 did run back out there, me and Joseph (ph.) and the guy named CJ  
18 (ph.) -- I can't think of his last name, he's a diver. And he  
19 took us up there in one of them 20, 30 foot boat. And he was  
20 going to take me back out there the next day about -- when I got  
21 the part that Wednesday. And we was going back to put the part on  
22 and tie up the boat and go, but that didn't happen.

23 Q. Right. So when did you get back out there on Saturday?

24 A. 11:20. I know it was on a Sunday because we didn't --  
25 I didn't go church that Sunday.

1 Q. Okay. So you --

2 (Crosstalk)

3 Q. Okay. So you went back out to the *Carol Jean* when it was at  
4 anchor, and you went back out there on Sunday?

5 A. Yes, ma'am, on the same spot.

6 Q. Okay. And it was still anchored there in the same spot.

7 A. Yes, ma'am.

8 Q. Was anything different about the condition of the vessel?

9 A. No, everything was the same.

10 Q. Okay. Everything looked intact, nothing looked damaged?

11 A. No, nothing. I bought a brand new generator to put on it. I  
12 just put (indiscernible), put a brand new (indiscernible), use it  
13 for a backup unit. And I'm making sure everything was fine and we  
14 repaired the stuff and (indiscernible) it wasn't leaking or  
15 nothing. And we still got to figure out what happened.

16 Q. The -- where was the EPIRB located on the boat?

17 A. It was outside of the pilothouse. I don't know which side it  
18 was on. I can't remember that.

19 Q. EPIRB on the -- on one side of the pilothouse?

20 A. Yes.

21 Q. Do you know when it was last tested?

22 A. I don't know if -- might have checked it when he was down  
23 there doing inspections on the boat. You know, it might have --  
24 not with the Coast Guard. I don't know if he'd take it in or not,  
25 which was three or four days prior to me going to Port Royal. I

1 don't know, I couldn't tell you.

2 Q. Okay. All right. So when you went out to the boat on  
3 Sunday, everything looked normal and it was still anchored. And  
4 what were you doing on the vessel that day?

5 A. We went out there to -- oh, I know what it was. We went out  
6 there -- CJ went out there to cut the ropes underneath the wheel.  
7 And we went -- when we went out there, we (indiscernible). Cut  
8 the most stuff up, whatever that was; the sides around the shaft.

9 But everything else was clear (indiscernible). We took the  
10 part off the boat, put it on his boat, then he did what he did.  
11 And we came back in, and I came over to (indiscernible) and got  
12 the part. And I'm carrying the (indiscernible) put the parts on.  
13 It would take him about 30 minutes. But the weather got bad and  
14 you couldn't go back out there. So we had to wait a day, and  
15 that's the day (indiscernible).

16 Q. Okay. What part are you saying that you all took off the  
17 boat?

18 A. That's the hard yellow part that's in the back of the clutch,  
19 but you call it a transmission. We call it a clutch. And it's  
20 the part right there that had to be rebuilt, that make the boat go  
21 front and backwards or neutral. And he was going to take that  
22 part and put it back on. He had two bolts to hook up and I  
23 ordered everything, new (indiscernible) and everything, I bought  
24 it, I think from New Orleans. It's in the back of my truck now.  
25 But we were going to change everything out there and then bring

1 the boat home.

2 Q. So the diver, CJ, was able to get the line out of the  
3 propeller on Sunday. Correct?

4 A. Yes, ma'am, that's right.

5 Q. What was the weather like on Sunday when you were out there?

6 A. It was fine. It wasn't -- we didn't have (indiscernible) or  
7 wherever beside that boat. It was fine.

8 Q. Do you remember offhand like what the sea state was  
9 approximately?

10 A. The sea -- I want to -- that's when it (indiscernible) all  
11 over.

12 Q. Okay. And the wind was low?

13 A. Yeah, the wind was very low. I think it was 10 miles an hour  
14 or something. There wasn't much wind.

15 Q. Okay. What about on the other days? So on Friday morning  
16 when the helicopter came and got you all out of there, what was  
17 the weather like?

18 A. It was about 3-to-4-foot seas, but it wasn't bad. You know,  
19 the -- I've been on a big boat, and it wasn't bad at all.

20 Q. Okay. What about the winds?

21 A. It was 5 to 10, I think. I don't know. I can't remember,  
22 because I had the (indiscernible) folks checking the wind and  
23 whoever and everything else for me at the same time, because I  
24 didn't want to go out there and (indiscernible) on that boat and  
25 the boat was pulling up. I didn't want to (indiscernible) or

1 nothing to his boat, the one that I bought after that.

2 Q. Right. What do you use to check the weather when you're  
3 underway?

4 A. The marine forecast. They had one out Charleston and one out  
5 of Savannah.

6 Q. Okay. So over the radio?

7 A. No, Jimmy get his -- on the cellphone. And I don't know if  
8 he got (indiscernible). I hadn't looked on the cellphone too. I  
9 had two other guys checking the weather report for me, making sure  
10 that I had good weather coming back.

11 Q. Okay. What about on Thursday when you got underway and then,  
12 you know, when the tow line broke? What was the weather like  
13 during that part of the day?

14 A. Yes, ma'am, it was fine because we -- I had that day to  
15 travel, and that day is just bad to travel. I'd had been -- I  
16 would have been home that -- had I departed that night, probably  
17 around 8 or 9:00, I would have been tying up in -- at the dock. I  
18 would have had good weather.

19 Q. Okay.

20 A. Well, the weather -- the weather changed. The weather  
21 changed so much, I had to (indiscernible) when the weather gets  
22 bad, it gets picked up when the (indiscernible) the docks at Port  
23 Royal and I had that (indiscernible) time, they give you time  
24 enough to move the boat and -- but we had to move them  
25 (indiscernible) weather at the same time, that's why I was trying

1 to take it off.

2 Q. So you're saying the weather was changing, like you were  
3 thinking the weather was getting worse?

4 A. No, the weather don't get worse. It get -- you know, it just  
5 changed all the time, you know, like coming from California over  
6 this way.

7 Q. Okay.

8 A. And we just had to keep our eye out for it.

9 Q. Yes, okay. And you were just monitoring it with your  
10 cellphones?

11 A. Yes, ma'am, yes.

12 Q. Okay. When you guys got underway from Port Royal, how were  
13 you guys feeling, you and Russell? How were you all doing?

14 A. Oh, we was good. We had eaten breakfast and we was on our  
15 way.

16 Q. Okay.

17 A. Everything was working fine.

18 Q. That was in --

19 A. Yeah, it was working fine.

20 Q. Okay. That was going to be my next question, and these are  
21 just some standard questions that we ask everyone. Like when was  
22 the last time you ate and you slept that day?

23 A. We slept all night, but we had -- we went to a Piggly Wiggly  
24 and got -- and I bought -- I usually buy breakfast for us in the  
25 morning. And we got what we needed and I got some more stuff for

1 the boat, and I told Russell it was almost time to  
2 (indiscernible). I said it's your turn to watch the wheel and  
3 I'll go back there and cook. And it didn't happen.

4 Q. So you all didn't get to eat dinner?

5 A. No, we -- the guy that the -- what's the place -- the fire  
6 department down there in Carolina, they gave us -- I think Russell  
7 was eating when I was about to take a shower. But they took care  
8 of us, I mean, that whole section took care of us, from the  
9 fireman, the EMS or whatever you call them, and the Coast Guard.  
10 The Coast Guard did first. And they took care of us.

11 Q. Okay.

12 A. And then my daughter came to pick us up. We stopped and got  
13 some small items. I didn't want to eat too much because I have to  
14 watch my figure.

15 Q. Okay. Did -- now normally with these cases when we would get  
16 a report of a marine casualty for commercial vessel, especially  
17 when it's more serious, we always require the crew members to take  
18 a drug test and an alcohol test after the incident. Did you guys,  
19 by any chance, did you all do a drug or alcohol test?

20 A. No, ma'am.

21 Q. Okay. I didn't think so.

22 (Crosstalk)

23 A. I wouldn't let him drink either. I know he like to drink  
24 beer and stuff, but I wouldn't let him drink nothing, period.

25 Q. Okay. Yeah, that was going to be my next question. Did

1 either of you guys have any alcohol that day?

2 A. I don't drink, period. I ain't never drink, so -- I got the  
3 stuff in the house when my wife used to drink, but I don't want to  
4 drink at all. I don't use them drugs, although I just had a back  
5 operation.

6 Q. Okay. And are you aware of anything that Mr. Russell drank  
7 that day?

8 A. Oh, no, he been with me all day. He been with me every day,  
9 all day and I had my eye on him. I make sure he didn't have no  
10 drugs or -- oh, Lord, no.

11 Q. Okay. So, yes, my next question, and this is really for you,  
12 you don't have to answer for him; do you take any prescription or  
13 over the counter drugs or medications?

14 A. No, only drugs I take it the one that the -- I get from the  
15 VA, you know, for my back and my feet and everything else. And I  
16 had feet -- my feet, my left feet, I had that operation in Tampa,  
17 at the VA hospital down in Tampa, because stepped on a nail. And  
18 then when they took the MRI on my feet, they said -- they're  
19 saying that there was a hard objecting in my feet. And I know it  
20 was nail in my feet because I stepped on the (indiscernible) in  
21 Vietnam, and they operated on it and my feet still hurt up to  
22 today.

23 Q. Sorry to hear that.

24 A. Yes, ma'am.

25 Q. What kind of medicine is that that you take?

1 A. I take -- what is it that I take? [REDACTED]

2 Q. Say that again?

3 A. [REDACTED] It's for my  
4 nerves.

5 (Crosstalk)

6 A. But I take that for my left hand or right hand, one of them,  
7 they're both on the -- you know, I can't --

8 Q. Okay.

9 A. Yeah.

10 Q. Okay, and --

11 (Crosstalk)

12 Q. Okay. And do you use any recreational drugs, including  
13 marijuana or CBD?

14 A. No, ma'am, I wouldn't do that.

15 Q. Okay. Who arrived from the Coast Guard first? Was it the  
16 boat, the Coast Guard boat?

17 A. It was the boat but I don't know who was on it.

18 Q. Okay. And as far as you know, both of your belts were in  
19 good condition at that time?

20 A. Yes, ma'am.

21 Q. Okay. Do you guys ever do -- or you know, on the *Carol Jean*  
22 when you all are on your way, do you ever do periodic checks  
23 around the engine room or the, you know, below spaces of the boat?

24 A. Yes, that's normal work we do. I do it myself. I'll walk  
25 from the bow to the stern, engine room back up. Check everything

1 and make sure everything is just right. I don't --

2 Q. Okay.

3 A. I don't let them to do it, because they tell you one thing  
4 and might tell you something different.

5 Q. Right. How often do you do that?

6 A. Whenever my mind -- 30 minutes, 35 minutes. It's not long,  
7 you know. I do that because I want to exercise my back.

8 Q. Okay. Do you recall when you made rounds of the boat on  
9 Thursday?

10 A. No, I can't tell you that because I was --

11 Q. How many -- estimated, how many rounds would you say you did  
12 while you were underway on Thursday, since you got underway from  
13 Port Royal?

14 A. I don't remember because I was running at the channel -- Port  
15 Royal Channel. And I had to stay up to see it, and --

16 Q. Did you do any rounds since you got underway?

17 A. No, I just went on but I couldn't do my rounds when I was in  
18 the channel because, I mean, that's like they're -- they clear the  
19 (indiscernible). I'll walk back there and look. But Russell was  
20 back there anyway because he was back there putting that new  
21 generator pump and everything up, putting oil and everything in  
22 it.

23 Q. Okay. Do you recall when the last time was that you went  
24 down below and looked around in the engine room or any other below  
25 spaces on the boat?

1 A. No, ma'am, I couldn't tell you that because I used to go down  
2 there periodically because I had to check my hull and that -- make  
3 sure ain't nothing leaking, or no fuel and oil or nothing coming  
4 out.

5 Q. Okay. But you did it at least one time while you were  
6 underway that day?

7 A. Oh, I did it more than one time.

8 Q. Okay. And you didn't notice any water coming in or any  
9 problems with the machinery or with the hull?

10 A. No, ma'am, we ain't have no water, no nothing coming in.  
11 Nothing.

12 Q. Okay. What's the -- how is the boat constructed, aside from  
13 the engine room? Like, can you explain like, what spaces are  
14 inside the boat?

15 A. It had two bedrooms, two beds in the back. Captain had a  
16 king size bed up front. They had a regular two bed in the back,  
17 like a regular bed, I guess a queen bed or whatever you call it.  
18 And then the kitchen (indiscernible); had everything in the  
19 kitchen, stove, refrigerator, a deep freezer. And then up front  
20 was the radio and -- everything else was. Air condition units. I  
21 mean, we had everything on the -- everything because it was a  
22 freezer boat, it needs to freeze our shrimp.

23 Q. So where was the freezer hold for the shrimp located?

24 A. It was back about 25, 30 feet back in the -- behind the  
25 pilothouse, you know, the pilothouse where I'm talking about?

- 1 Q. Um-hum.
- 2 A. And it was the winch, and then there was the freezer hold.
- 3 Q. Like beneath the main deck of the boat?
- 4 A. Ma'am?
- 5 Q. Like underneath the main deck of the boat?
- 6 A. No, uh-uh. It was in the hold -- it's not a hold, it's a
- 7 compartment where you put the shrimp and seafood and stuff down in
- 8 there.
- 9 Q. Okay. So what compartment was below the main deck or the
- 10 winches?
- 11 A. That's where the circle fish holder or whatever --
- 12 Q. Um-hum.
- 13 A. -- was underneath that.
- 14 Q. Okay.
- 15 A. Yeah.
- 16 Q. Where's the engine room located?
- 17 A. Engine room located right underneath -- right around -- about
- 18 the way the -- right in between -- underneath the kitchen.
- 19 Q. Located below, beneath the kitchen?
- 20 A. Yes, ma'am.
- 21 Q. Okay. Are there any other spaces below the engine room?
- 22 A. Below the engine -- ain't nothing below the engine room.
- 23 Q. Okay.
- 24 A. It was the engine, and it was a part of the engine right in
- 25 front of that and it had the freezer stuff up there on the side

1 where the other engine was and a hot water heater and the rest of  
2 the stuff was up there.

3 Q. You're talking about forward of the engine room?

4 A. Ma'am?

5 Q. Do you mean forward of the engine room was that other  
6 machinery?

7 A. Yes, other machinery was down in the engine room.

8 Q. Okay. Were there any other compartments that were in front  
9 of the engine room, like at that same level down below?

10 A. Yes, that's where you had all your -- where you had your  
11 deadbolts, I mean, your anchor hold and stuff at.

12 Q. Okay. So like an anchor hold?

13 A. Yes, ma'am.

14 Q. Okay. Any other compartments or any other spaces?

15 A. Yes, I had a space behind the seafood compartment in the back  
16 there where your shrimp bags -- so we put all our shrimp bags out  
17 in the back and as we needed them, they would pull them up.

18 Q. That's a -- you mean a separate space behind the fish hold?

19 A. Yes, ma'am, that's right.

20 Q. Okay, for shrimps that are already, like, bagged up?

21 A. Yes, ma'am.

22 Q. Do you head them onboard?

23 A. Do I have them?

24 Q. Do you head them?

25 A. Yes, ma'am, we head them before we put them -- put the shrimp

1 bag in the --

2 Q. Okay.

3 A. -- in the hold.

4 Q. Did you have any shrimp in the hold when this happened?

5 A. No, ma'am.

6 Q. What about the other boat? The *Having Faith* didn't it have  
7 anything, right?

8 A. No, ma'am, that boat ain't had --

9 Q. Okay. Do you know that hold which --

10 (Crosstalk)

11 Q. I'm sorry.

12 A. I had about 15 \$25 (ph.) brand new nets sitting on the deck  
13 getting ready to go to work and I lost all that.

14 Q. Hm.

15 A. Yes.

16 Q. Do you know about how much fuel and oil was on the boat?

17 A. The oil was about -- I had five gallons -- I had five gallons  
18 of oil. They wasn't ever used, the top was closed. Had two of  
19 those smaller ones that were never opened up, that was seven. And  
20 I have them behind me right now that I was going to carry down  
21 there in that boat. And it feels like -- might have been a couple  
22 of hundred gallons, that's all the fuel I needed to take the boat,  
23 you know, come back to Georgia.

24 Q. So a couple of hundred gallons of diesel fuel?

25 A. Yes, because I --

1 Q. And --

2 A. -- had just bought --

3 Q. Um-hum.

4 A. I had just bought it at Port Royal. They had brought it down

5 to the docks the day before.

6 Q. Okay. And how much oil did you say? You said you had

7 some --

8 A. I had --

9 Q. -- five gallons?

10 A. Seven gallons.

11 Q. Seven gallons.

12 (Crosstalk)

13 A. Yes, it wasn't open.

14 Q. All right. Okay. So, I got a copy of the fishing vessel

15 safety examination form that it looks like you did with

16 NEMO, Mark Nemek (ph.), our fishing vessel --

17 A. Yes.

18 Q. -- examiner down in Savannah.

19 A. Yes.

20 Q. Do you recall what came out of that examination as far as

21 discrepancies or deficiencies noted?

22 A. Oh, yes. That's what I was working on the boat for, to clear

23 the boat up so when Mark come back there, everything will be fine.

24 Q. Okay. How much of the stuff had you corrected from what he

25 wrote on there?

1 A. Oh, Lord, about 10 of them.

2 Q. Do you recall the types of repairs and corrections you have  
3 made?

4 A. Well, that's what I was explaining to you before. I did the  
5 (indiscernible) things the way you want them at. I did  
6 (indiscernible) up on the top of the pilothouse. I did -- I  
7 closed the -- what do you call it -- the paneling where the  
8 electrical wires and everything went. And I --

9 (Crosstalk)

10 A. Say again?

11 Q. How about I'll go through the issues that he noted and you  
12 can speak to them. So the first one was need to get an FCC radio  
13 station license?

14 A. Yeah.

15 Q. You got that?

16 A. I know -- yes, but I don't know if that came back or not.  
17 And the thing for the school -- what school was that -- I spent  
18 \$20 for that. And there was that (indiscernible), but anyway.

19 Q. Okay. So you -- all right. So you applied for the FCC radio  
20 station license?

21 A. Yes.

22 (Crosstalk)

23 Q. Okay. The second deficiency was need to get inland  
24 navigation rules? So I guess a copy of the nav rules? Did you  
25 get that?

1 A. Yeah. It's on my computer. Yeah, I logged it down on my  
2 computer.

3 Q. Okay.

4 (Crosstalk)

5 Q. Okay. And the next thing was the nav lights and you said you  
6 got those?

7 A. Yes, ma'am, I did.

8 Q. Okay. The next thing was need to show AIS is working.

9 A. Yes.

10 Q. You got AIS working?

11 A. Yes, I had it working.

12 Q. Okay. So it was on during your whole voyage from Port Royal?

13 A. It was on during my whole voyage from Port Royal to where I  
14 stopped at.

15 Q. Okay. The next one was need to get registration for EPIRB.  
16 Did you get the EPIRB registered?

17 A. EPIRB was registered now -- EPIRB registered a long time ago.  
18 Yeah, I think he messed up on that one because I already had it  
19 registered to me.

20 Q. Okay. All right, moving along. It says need one additional  
21 40 BC fire extinguisher in the engine room and mount all fire  
22 extinguishers.

23 A. Yeah, but I'm going to tell you what I did. I put more fire  
24 extinguishers and I had bought more than I needed, and I put one,  
25 two, three -- I had three down there. Three down there. One,

1 two, three, four -- I had four upstairs. One -- let me make sure.  
2 One, two, three -- no, that's -- I had five upstairs. I had more  
3 fire extinguishers than I needed. I had the 40, 60, whatever. He  
4 told me that would have been fine.

5 Q. Okay. And you mounted the fire extinguishers?

6 A. I put them on the wall like he wanted me to do.

7 Q. Okay.

8 A. I took them and mounted them to the wall like he wanted.

9 Q. Okay. And then the next one was clean the vessel to make  
10 sure all the escape routes are not obstructed?

11 A. Yes, we were working on the boat and during our maintenance  
12 and after we get through with our maintenance we was going to  
13 paint the boat.

14 Q. Okay. The next one was need to lock the door to the bathroom  
15 when you're inside three miles --

16 A. Yes, I had put the locks -- locking everything on the door.

17 Q. Okay. Then it says need to show all navigation publications  
18 and show them electronically?

19 A. Yes.

20 Q. And then it says need to show operation of both VHF radios  
21 and have a total of two VHF radios?

22 A. Yes, I had three.

23 Q. Were you using your VHF radios to talk to the Coast Guard?

24 A. Yes, ma'am, I did. 16 to 22 to 13.

25 Q. Okay. That's good. It says need to demonstrate three-hour

1 emergency power for at least one radio?

2 A. Um-hum, he talking about the battery.

3 Q. Yeah, so you have a battery for the radio?

4 A. Yes, ma'am, I have batteries to hook up and from the bedroom,  
5 the bedroom that I was sleeping. On the way back that's the one  
6 that he was talking about.

7 Q. Okay. Let's see, next one is need to show general alarm is  
8 working?

9 A. Yes. He couldn't check that because I had my -- my power  
10 plant off. I was working on the (indiscernible) tank was leaking  
11 a little bit.

12 Q. Um-hum.

13 A. He'll -- so I had -- I don't know. I just had to --

14 Q. Right.

15 A. -- because I know Mark will want to check that so, you know,  
16 I do what he asked me to do.

17 Q. Yeah. The next one was to show that all high level alarms  
18 are working?

19 A. Yes, that all comes along with the power plant.

20 Q. Okay. When was the last time you tested them?

21 A. They had something going on, the horn and everything else  
22 right there and the general alarm and everything. And they had  
23 the high water alarm, they checked that and that was working, too.  
24 We had -- everything was working.

25 Q. When was that? When were they actually tested?

1 A. I tested it at the dock at Port Royal. We'd been out there  
2 about 12 --

3 Q. Okay.

4 A. -- 10 days.

5 Q. How many high level alarms were there on the boat?

6 A. One.

7 Q. Just one? Where was it located?

8 A. Yeah. It was right above the -- it was right there  
9 underneath the power plant engine.

10 Q. Okay. It was located near the main engine?

11 A. Yes, ma'am.

12 Q. All right. And let's see, we're almost done. Said need to  
13 show a proof of completion of drill conductor's course?

14 A. Yes, that's the one that I went to -- conductor class and I  
15 couldn't find my card, so I sent it off for a new one and it cost  
16 me \$200, because my brother work at Georgia -- University of  
17 Georgia Bulldogs -- he drives the Bulldogs. And it -- he couldn't  
18 find his neither. He don't know where his were neither. But  
19 anyway, they put me in the thing with the other card. I have that  
20 thing because I ordered that online. Mark had done sent me the  
21 address to the thing. I don't know if that's still coming or not,  
22 but they haven't sent it back to me.

23 Q. Okay. So you requested a copy of it online?

24 A. Yes, ma'am, I did.

25 Q. Okay. And then next is replace -- it looks like -- replace

1 or reinstall guard over exposed belts on the generator.

2 A. Yes, I was put in -- I was hooking up a new alternator thing  
3 on there and I had to move the other thing out of the way because  
4 we had one on there like that. And Mark said he (indiscernible)  
5 just like the one we took off.

6 Q. Okay. So you had basically installed a guard and moved --

7 A. Yes.

8 Q. -- it around? Okay.

9 A. Yes, I didn't install it then because we was -- I had my  
10 nephew to build me some more shaft and stuff, so it would be --  
11 it'd be -- that way it won't move, you know, in place.

12 Q. Okay. So that's something you were working on with your  
13 nephew, but it wasn't quite done yet.

14 A. No, ma'am.

15 Q. Okay. And then the last one was mark the hailing port on the  
16 stern.

17 A. Yeah, I think it had Cape Canaveral on -- from Cape  
18 Canaveral.

19 Q. Um-hum. So you just --

20 (Crosstalk)

21 A. I bought the boat out of Tampa, Florida.

22 Q. Okay. So you just needed to repaint it, basically?

23 A. Yes, ma'am.

24 Q. All right. Those were all the deficiencies that were listed  
25 on the fishing vessel examination from last month. Let's see.

1 That takes care of most of my questions.

2 I mean, one thing I always like to ask people at the end of  
3 the day, you know, now we're looking back and talking about  
4 everything that happened, if you could go back, is there anything  
5 you would do differently at any time?

6 A. I don't know. Maybe I wouldn't leave my boat out there like  
7 that without anybody on it. If I had left somebody or I stayed on  
8 it, I -- you just never know. You don't know if it would still be  
9 here or what. I don't know. I just don't know. I just did what  
10 God tell me to do, to go do my part and fix it and bring it to the  
11 dock. Because, you know, when you're in a bind like that and you  
12 done called everybody that you can call and you can't get no help  
13 from nobody, because I've been out there a long time, and you  
14 couldn't get no help. Because somebody could have pulled me back  
15 to the dock. I called everybody. I called Sea Tow, everybody. I  
16 mean, I just called everybody.

17 Q. Did you ever get in touch with Sea Tow or anyone else  
18 about --

19 A. Oh, yes, I did --

20 Q. -- towing you in?

21 A. -- I sure did. Yes, I sure did.

22 Q. What was their plan? Were they going to tow you in?

23 A. Well, what of them told me -- what's his name, you know,  
24 Chris (ph.), it was over his jurisdiction. I can't think of the  
25 young fellow's name, but he was docked at -- not too -- he lived

1 down in (indiscernible). And then the guy at Sea Tow USA in  
2 Savannah told us to call him and -- but he say he was coming from  
3 a call from (indiscernible) so he couldn't come that night. I  
4 don't know. I think the river had everybody all messed up.

5 Q. Right. I mean, what do you think happened to the boat after  
6 you got off of it on Sunday? You know, you said on Sunday you  
7 were out there and everything looked normal. What do you think  
8 happened to it after that?

9 A. I couldn't -- that's what's puzzling me. I couldn't tell  
10 you. Because the boat was out there when I -- I mean, it was  
11 right next to --

12 Q. Right. Oh, I meant to ask you, can you describe the type and  
13 size of the anchor and the anchor line that you were using?

14 A. It was a big anchor line. I don't know what size anchor it  
15 was, but it was a big anchor, because you got to have a big anchor  
16 to hold that boat -- hold them boats right there. I don't know.  
17 I don't know. I can't tell you. Ma'am, I wish I could tell -- I  
18 wish I had my boat today, if you want to know the truth, but.

19 Q. I understand. But it was the anchor that was already on the  
20 boat? That wasn't one that you installed?

21 A. No, there was another one that I bought. I had that one,  
22 too, a long time, and then I had just -- I took my nephew down to  
23 help with the -- to fix that -- the anchor chute, because it was a  
24 bad anchor chute, so he told me the anchor chute wasn't the bow,  
25 so he says, oh, (indiscernible), you know, turn it upside down.

1 We worked -- he worked on that boat from that day, all night that  
2 night until the next morning.

3 Q. Okay. Had anyone been inside the anchor chute?

4 A. You can't get into the anchor chute.

5 Q. Okay. What kind of anchor line were you using? Was it a  
6 chain?

7 A. No, it was rope, a big old rope. Whatever size -- big anchor  
8 rope that we use. I can't remember what size it was.

9 Q. Okay, that's all right. Do you know how much line went out  
10 when you were anchored, like about how many feet?

11 A. I don't know. It was plenty, because I put plenty more out.  
12 I want to make sure that it won't drag and that's why I put plenty  
13 out. Because the weather was coming up so I'm making sure that it  
14 was plenty out.

15 Q. Do you know how deep the water was there?

16 A. 17 feet.

17 Q. Say that again?

18 A. 17 feet.

19 Q. 17, okay.

20 A. Yes, because I looked at the --

21 Q. You had a depth sounder?

22 A. Yes, ma'am.

23 Q. Okay.

24 A. The -- on -- I had two depth things, two radars. Then I have  
25 a depth and it tells you what (indiscernible) on your computer. I

1 had everything -- I had two depths -- everything.

2 Q. Okay.

3 A. Just in case, no -- you never know when one will go out, so  
4 you have a spare.

5 Q. Yes. What kind of system were you using for navigation?

6 A. I had that system -- I had out of California. I don't know  
7 what the system name is, but it comes from -- it was on my  
8 computer. And then I have my one on the Dawson (ph.). I had that  
9 one.

10 Q. Okay.

11 A. I had two systems and then I had the one up in my brain, in  
12 my radar, because I know, you know, I know where I was.

13 Q. Okay.

14 LT. [REDACTED]: Mr. Furukawa, I'll open it up for you to  
15 questions. I think that covers all of my questions for now.

16 MR. FURUKAWA: Okay, thank you.

17 BY MR. FURUKAWA:

18 Q. Okay, Mr. Jones, let's see. You left Port Charles -- Port  
19 Royal, South Carolina on the 16th of March at about 11:30. That  
20 was a Thursday. And your destination, was that Baring, Georgia?

21 A. Georgia, Valona, V-a-l-o-n-a. Valona, Georgia.

22 Q. What Georgia again, Valona?

23 A. Valona, V-a-l-o-n-a. Valona, Georgia.

24 Q. Okay. Valona, Georgia. And how long was that supposed to  
25 take you?

- 1 A. About six hours.
- 2 Q. So from Port Royal to Valona, Georgia is only six hours?
- 3 A. On the water.
- 4 Q. Okay. Let's see. How old is Mr. Rogers?
- 5 A. I think Russell is 61.
- 6 Q. 61, okay. And, let's see, you said you have 43 years of law
- 7 enforcement.
- 8 A. Yes, ma'am, I did. Yes, sir, I did -- excuse me.
- 9 Q. 16 years a sheriff?
- 10 A. Yes.
- 11 Q. How many years as a state trooper did you say?
- 12 A. I don't know how long I was a state trooper, but I used to
- 13 work out of Bergen (ph.), Thursville (ph.) and Delaney (ph.),
- 14 Georgia and all over the state of Georgia, because I go where they
- 15 called me to go, that's where I went.
- 16 Q. Okay. And how many years as a federal -- you worked as a
- 17 federal law enforcement?
- 18 A. Must have been about six years.
- 19 Q. Six years?
- 20 A. Yes.
- 21 Q. Okay. And where were you a sheriff of?
- 22 A. McIntosh County.
- 23 Q. What county?
- 24 A. McIntosh, M-c-i-n-t-o-s-h.
- 25 Q. McIntosh?

- 1 A. McIntosh, yes, sir, McIntosh.
- 2 Q. Can you spell McIntosh again?
- 3 A. M-c-i-n-t-o-s-h.
- 4 Q. Okay. And you're -- you said you were in the army?
- 5 A. Yes.
- 6 Q. How many years in the army?
- 7 A. Three years.
- 8 Q. Okay. Let's see. And the part you needed to buy, that was
- 9 for the clutch?
- 10 A. Yes, sir, for the clutch. I ordered the part from --
- 11 Q. Okay. Let's see. And for the part, you said -- because you
- 12 couldn't go forward or astern?
- 13 A. It goes from backing your clutch for the boat to go forward
- 14 or even backward.
- 15 Q. Okay.
- 16 A. When you put it in gear.
- 17 Q. And did that break when the line got tangled around the
- 18 propeller?
- 19 A. Say again now?
- 20 Q. So when the line got tangled around your propeller, is that
- 21 when your -- the clutch broke?
- 22 A. Yes.
- 23 Q. Okay. Let's see. And when your -- let's see -- when the
- 24 line parted -- your tow line parted, that was around 4:00 in the
- 25 afternoon on what day?

1 A. Say that again? I can't understand you.

2 Q. When your tow line parted, when your tow line broke, that  
3 was --

4 A. Okay.

5 Q. -- that was -- you said about 4:00 in the afternoon on what  
6 day?

7 A. On the same day. I don't know what time that was either, but  
8 the same day.

9 Q. Okay. Let's see. What date was that? That was on Thursday,  
10 I guess, Thursday the 16th?

11 A. Yes.

12 Q. Okay. And your tow line, that was a piece of line, that  
13 wasn't like wire rope or anything of that. Right?

14 A. No, sir.

15 Q. Okay. Let's see. When the tow line parted on that day, was  
16 the weather bad when the tow line broke?

17 A. No, we had good weather.

18 Q. Good weather, okay.

19 A. Yes, we had good weather.

20 Q. Okay. And -- okay. And I forgot -- let's see -- I forgot to  
21 say this in the beginning -- you know you're being recorded and we  
22 have your permission. Correct?

23 A. Yes, I'm very familiar with that.

24 Q. Okay. And -- okay.

25 MR. FURUKAWA: I think I'm good, [REDACTED].

1 LT. [REDACTED]: Okay.

2 BY LT. [REDACTED]:

3 Q. You know, as we go along, Mr. Jones, we might come up with  
4 more questions or we might realize we have a hole that we need to  
5 try to figure out, so we might contact you again in the future.  
6 But we really appreciate your time today and we're very sorry that  
7 we're having to talk to you under these circumstances, and for  
8 everything that you had to go through. We --

9 (Crosstalk)

10 Q. Um-hum.

11 A. I really appreciate the Coast Guard for saving me, because I  
12 would have been -- I wouldn't have been here today talking to you.

13 Q. Yes, I'm glad it all worked out, even though you still lost  
14 the boat. But I'm glad that you and Russell were able to make it  
15 off.

16 A. Thank you, ma'am.

17 Q. So the things --

18 LT. [REDACTED]: Actually if we're done, I guess we can go and  
19 stop recording.

20 MR. FURUKAWA: Okay. The time is 1433. Ending the  
21 recording.

22 (Whereupon, at 2:33 p.m., the interview was concluded.)  
23  
24  
25

CERTIFICATE

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


IN THE MATTER OF:           COMMERCIAL FISHING VESSEL *CAROL JEAN*  
LOSS OF PROPULSION & SUBSEQUENT  
GROUNDING OF TOWING VESSEL *HAVING FAITH*  
AND SINKING OF THE *CAROL JEAN*  
ON MARCH 16, 2023  
Interview of Charles Jones

ACCIDENT NO.:               DCA23FM021

PLACE:                       via telephone

DATE:                        March 24, 2023

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.

  
\_\_\_\_\_  
Maria Socorro R. Abellar  
Transcriber