

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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CAPSIZING AND SINKING OF THE  
F/V SCANDIES ROSE NEAR SUTWIK  
ISLAND, ALASKA, DECEMBER 31, 2019

Accident No.: DCA20FM009

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Interview of: OYSTEIN LONE  
Captain, *Pacific Sounder*

Via Telephone  
Sunday,  
January 5, 2020

## APPEARANCES:

LT [REDACTED] [REDACTED] Investigator  
United States Coast Guard

BART BARNUM, Investigator in Charge  
National Transportation Safety Board

MICHAEL KARR, Senior Marine Accident Investigator  
National Transportation Safety Board

PAUL SUFFERN, Meteorologist  
National Transportation Safety Board

MICHAEL BARCOTT, Attorney  
Holmes, Weddle & Barcott  
(On behalf of the owners of the *Scandies Rose*)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Oystein Lone:		
By LT [REDACTED]		5
By Mr. Barnum		16
By Mr. Suffern		23
By Mr. Karr		26
By LT [REDACTED]		32
By Mr. Barnum		35
By Mr. Karr		38
By LT [REDACTED]		43
By Mr. Karr		45
By LT [REDACTED]		46
By Mr. Barcott		47

I N T E R V I E W

(12:25 p.m.)

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2  
3 LT [REDACTED] Good afternoon. This is Lieutenant [REDACTED] [REDACTED]  
4 United States Coast Guard, Marine Safety Detachment Kodiak. I am  
5 -- we are conducting a phone interview in regards to the sinking  
6 of the *Scandies Rose*. Today is January 5th, 2020. Time on deck  
7 is 1225.

8 If you want to introduce yourself, Bart?

9 MR. BARNUM: Also here MSD Kodiak is Bart Barnum, B-a-r-n-u-  
10 m. I'm with the NTSB Office of Marine Safety.

11 MR. KARR: And also from the NTSB, on the phone is Michael  
12 Karr, K-a-r-r, of the Office of Marine Safety.

13 MR. SUFFERN: And then we have Paul Suffern. Last name is  
14 S-u-f-f-e-r-n. And I'm part of the Office of Aviation Safety at  
15 the NTSB in meteorology.

16 MR. BARCOTT: This is Mike Barcott. I'm an attorney for the  
17 owners of the *Scandies Rose* and an interested party in these  
18 proceedings.

19 MR. LONE: Oystein Lone, captain *Pacific Sounder*. I had a  
20 (indiscernible) on the *Scandies Rose*.

21 LT [REDACTED] Oystein, could you spell your name for us?

22 MR. LONE: My name is spelled O-y-s-t-e-i-n; last name is  
23 Lone, L-o-n-e.

24 LT [REDACTED] Excellent. And do we have your permission to be  
25 recording this interview, sir?

1 MR. LONE: Yes, you do.

2 LT [REDACTED] Excellent. Thank you very much. And again, we  
3 really appreciate your time and availability to talk to us.

4 INTERVIEW OF OYSTEIN LONE

5 BY LT [REDACTED]

6 Q. If we could start out, we'll get a little into your history  
7 and Gary's history. If you could just kind of talk through that  
8 day on 31 December, and any correspondence you had with the  
9 *Scandies Rose*?

10 A. I tried to call Gary on the 30th, didn't reach him. I heard  
11 he had left Kodiak since fish (indiscernible). And on the 31st,  
12 he called me about, I believe, around 9:15 or 9:30. We had just  
13 got done setting our gear. We were jogging up to the Bering Sea  
14 by Amak Island, breaking ice, and just securing everything. And I  
15 was in the process of heading down to False Pass to pick up some  
16 more gear, but due to -- stay out there and fish the gear I had.  
17 So, but we were in the process of running to Unimak Pass to go  
18 around the corner, when I talked to Gary there.

19 And I've been fishing with Gary since, oh, about 2000- -- was  
20 it '11? We're in the same co-op, and we help each other out, you  
21 know, just fishing partners like that. So I've known Gary since  
22 about 2011. And that's when we purchased -- or I got involved  
23 with the *Pacific Sounder*.

24 So my -- I asked Harold Quidley (ph.) of the -- he has the  
25 tag phone company -- of the time record. I had a lot of things

1 going on that night. We had a hydraulic pump that was down and  
2 some other issues we were dealing with after we done setting. So  
3 my timeline, I'm not 100 percent sure on that, but we should have  
4 a timeline of the track when the calls went into the *Scandies*  
5 *Rose*. But I believe it was around 9:15 or 9:30 because I just got  
6 done setting, and my last pot was set at 9 p.m. So I think I'm  
7 right about in that area there.

8 And he called me, and we were -- when the call came in, he  
9 mentioned to me he was heading towards Sutwik Island, Foggy Cape,  
10 and he -- it was blowing 60, 70, and he had a 20-degree list to  
11 the starboard side, and he had 195 pots on. And he was trying to  
12 get up behind the island to get protection so he could get in  
13 there and break ice. And it was too rough, too rough out there to  
14 send the boys out to break ice, and he needed to get behind the  
15 island. Apparently he was icing really bad is what he told me.

16 So at that point I asked him where he -- kind of where he was  
17 at. He said, I'm 300 miles from Unimak Pass and I'm making my way  
18 up to the island here, I'm trying to get in there. And he  
19 mentioned there's a lot of uncharted bottom there and he was  
20 pretty concerned about that. And but, he was making headway  
21 heading there, but -- and he said the weather was westerly at that  
22 time. But he had taken on a lot of ice on the starboard side, so  
23 he was concerned about his list.

24 But at that point he wasn't -- we talked about other things.  
25 We talked about he had just bought into the boat, bought some more

1 shares. And we also talked about Christmas, and he got stuck in  
2 Sitka there over Christmas at the airport. So it was -- he was  
3 talking about other things at that point, so I didn't -- it didn't  
4 seem like it was that bad.

5 And the *Scandies Rose* is a tank. I worked on the boat 4  
6 years under the previous owner, Leif Larsen, and so I know that  
7 boat well. She -- it is -- she's one of the best crabbers out  
8 here in the Bering Sea, and I've been on a lot of boats since.  
9 We've been in a lot of weather there in that boat, and she's a --  
10 she's built for the fishing out here.

11 We also talked about what -- I asked him what his plans were,  
12 what he was doing, and he (indiscernible) and was going to get  
13 bait. I think he was just going to go out, set the gear, and like  
14 I said, he was going to drop (indiscernible).

15 So I think that kind of sums up the first call I had with  
16 him. And I told him I had to go because I had to switch over a  
17 generator at that point. And so I went downstairs and switched  
18 over. Then I came back up again, and I called him back I think  
19 around 9:45. And at that point his tone had changed. He said the  
20 list had gotten a lot worse, and -- this sticks to me -- he goes,  
21 I don't know how this is going to go at this point. He was pretty  
22 concerned.

23 And then I answered him back, and we were talking on a tag  
24 phone. It's a push-to-talk. And at that point I said, you got to  
25 be real careful here, Gary. You got to get that boat behind the

1 island; just go slow and go easy. And that was the last  
2 conversation I had with him. And I tried calling him back a  
3 couple of times, and then I had got a connection with him and he  
4 beeped me back. This was probably right after 9:45. So it kind  
5 of beeped back to me, like -- but there was no connection. It  
6 didn't make the connection where he could talk.

7 And I tried calling him probably about 10 times after that,  
8 but these tag phones are real unreliable, so it's not uncommon  
9 that you can't -- it's not a very -- very good system.

10 So I called him about 10 times, and then I couldn't get ahold  
11 of him, and then about (indiscernible) boat, which he has  
12 ownership in is the *New Venture*. And I got ahold of the captain  
13 on there and I told him my conversation I had with him, and we had  
14 been up for -- gone into a jog boat and we were just jogging in  
15 the weather. And so I asked if he could try to get ahold of Gary  
16 because my main phone system was down. My KVH system hasn't  
17 worked since I left Dutch. So I asked him to try to reach out to  
18 him, and that was about 11:30 at night or anything of that nature,  
19 I had called the *New Venture* and he told me the bad news there.  
20 So that pretty much sums up everything I know.

21 Q. Thank you, Oystein. We --

22 A. Are you there?

23 Q. -- really appreciate it. Yeah. Yeah, still here. Do you  
24 have me okay? Can you hear me, Oystein?

25 A. Yeah, I hear you loud and --



1 Q. Okay. Excellent. No, thank you for that. This is the first  
2 we're hearing of this report on the 60, 70 mile-an-hour winds and  
3 the 20-degree list.

4 You said you've know Gary for a long time. In that first  
5 conversation, did you get any inclination that he had dire  
6 concerns for his vessel?

7 A. He was concerned, but -- he had concern, but we talked about  
8 Christmas and all kinds of other --

9 Q. I understand.

10 A. -- things at that point, and him buying into the boat. And  
11 we also discussed like (indiscernible) program that's coming, a  
12 few other things. So it wasn't a real, it wasn't a real -- that's  
13 not what I gathered from him.

14 Q. Okay. And you say you discussed his plan a little bit. Did  
15 he talk to you about a specific route for getting behind Sutwik  
16 Island or exactly where he was heading? Or, if you didn't discuss  
17 it, knowing his location, in your opinion what do you think he was  
18 trying to do?

19 A. He was trying to get behind the island, get some leeway to  
20 break ice. And I think he mentioned that he was going to try to  
21 get up in the bay there, right south of the island, and hoping  
22 there was enough protection there. And then I pulled up the chart  
23 there and I said, well, what about a little cove down on the  
24 bottom there. And, but I don't know exactly where he was heading,  
25 but he said that there was a lot of uncharted rocks, get the boat

1 in shelter.

2 Q. When you were talking to him, had he made his turn yet or was  
3 he still making way towards -- heading south?

4 A. He was making way towards the island, and I'm not sure  
5 exactly what his course was, if he had gone down the south side of  
6 Kodiak or if he had gone down Shelikof Strait. I'm not, I'm not  
7 sure exactly which course. We talked northwest would be --  
8 thought where we would be, I talked about that. And then I got my  
9 -- and then he said, well, it's blowing here at 60, 70 --  
10 direction. And he goes, I'm -- island or (indiscernible) manner  
11 there. So he was making his way towards the island when I talked  
12 to him.

13 Q. Okay. So looking at his track line, it appeared to us that  
14 he turned to starboard. With the icing conditions on the  
15 starboard side and that 20-degree starboard list, is that -- is  
16 that a typical thing that a captain would have done? Is that -- I  
17 mean, unless he spun all the way around to port, does that have  
18 any concern with you, the fact that he turned to starboard?

19 A. Well, the saying is if you start listing hard to one side,  
20 you turn into that side and you give her everything you got to try  
21 to drive it back to get the list the other way. So I'm not sure  
22 if that's what he was doing. I don't know. I have no idea.

23 Q. Understood. Was there any discussion to starting to drop his  
24 gear right there? I know you had said earlier it was too rough  
25 for his crew to get there and start chipping ice. Had he planned

1 to drop gear at all in that area or was he trying to go anchor up?

2 A. I don't think he was -- he didn't say anything about starting  
3 to set gear or anything. He didn't say -- he didn't mention. He  
4 was just trying to get behind the island so he could start getting  
5 the ice off.

6 Q. Okay. Now going into the, into the --

7 A. If you get -- you know, if you're icing up, that -- but he  
8 didn't go into that.

9 Q. Hey, we lost you there for a second, Oystein. Could you say  
10 that again?

11 A. He didn't discuss any of that with me.

12 Q. Okay.

13 A. I said he didn't (indiscernible) pots off or anything like  
14 that. The only thing he said to me was heading towards the island  
15 to get -- to try to get the list off and get the weight off on the  
16 starboard side.

17 Q. Okay. Now going to that second conversation after you  
18 switched over your gen, can you kind of describe Gary's state at  
19 that point?

20 A. Yes. Gary is a -- I've known him for a lot of years, and  
21 he's not been one to get stressed out or worried, but I could  
22 definitely tell in his voice that he had some serious concerns at  
23 that point. And when he told me "I don't know how this is going  
24 to go here," and he said his list had gotten worse, so -- but and  
25 then he clicked off and then I clicked back on, and I told him to

1 be careful here. And I was in the process at that time trying to  
2 get -- you know, I wanted to get a position from him and see how  
3 bad things were, but we -- I never made a, I never made another  
4 connection. I called him for his position. I called, but I don't  
5 think it went through. It wasn't catching on at that point.

6 Q. Had you ever heard Gary with that level of stress in his  
7 voice before?

8 A. No. No, I have not.

9 Q. Okay. Before this conversation, did -- the original one,  
10 when was the last time you talked to Gary before that night?

11 A. Last time I talked to him was down at (indiscernible). Let  
12 me check though. I talked to him a little bit down there, and --  
13 yeah, I talked to him at fish (indiscernible) as well.

14 Q. Okay. But nothing --

15 A. Would have been November 22nd (indiscernible).

16 Q. Okay. Was anything mentioned about this specific trip or the  
17 weather?

18 A. And he talked another time about a crew member. I talked to  
19 him in middle of December. We had a guy -- a crew.

20 Q. Hey, Oystein, we're having a broken and unreadable comms  
21 right now. I don't know if you're able to get to a better spot?

22 A. (Indiscernible). No.

23 Q. Okay.

24 A. I knew he was at Kodiak readying gear and getting ready for  
25 the next season.

1 Q. Okay, Oystein, that was a little bit broken.

2 A. How about now? Is that better?

3 Q. Yeah, much better now. Much better.

4 A. Okay.

5 Q. Could you say that again, the last time you spoke with Gary?

6 A. Yeah, I was at -- the last time -- I spoke with Gary in the  
7 middle of December about a crew member, a crew member that had  
8 worked for me previously, and he had worked for Gary during king  
9 crab. And so we were talking about him, if he was going to have  
10 him back or not, and that crew member did not go back on the boat.  
11 He ended up getting another job.

12 Q. Okay. Can you recall any conversations with Gary about the  
13 condition of the *Scandies Rose* or any work he had recently had  
14 done?

15 A. He said he had an instability report, and he did mention that  
16 to me when we were having discussions. He said, yeah, we had  
17 gotten a new stability report for the boat. And he said he had  
18 195 pots on, on the first discussion I had with him.

19 Q. He make any comment about that new stability report or the  
20 process or that yard period they had gone through?

21 A. No, he didn't. Just said he had a new stability report on  
22 the vessel.

23 Q. You mentioned you've known Gary since 2011. What's his  
24 reputation as a captain?

25 A. As far as I know, he's got a good reputation. He was a heck

1 of a good fisherman. He always did real well. And he was a good  
2 captain, so -- and our relationship was on the water. We didn't  
3 contact much when we were on the beach, but we kind of fished  
4 together due to being in the same co-op. And we would help each  
5 other out with pounds and stuff and deliveries, and so it was kind  
6 of a -- it was a work relationship we had.

7 Q. Being part of that same co-op, can you see any reason why  
8 Gary would need to make it down south by a certain date? Any  
9 reason to push traveling in those conditions?

10 A. Maybe he didn't realize, you know, how bad it was. I don't  
11 know. I mean, he's always been a good seaman and, you know, other  
12 times we've been in port and we've rode out the weather when it's  
13 bad. So no, I don't know. I can't answer that question.

14 Q. Knowing Gary, and yourself being a captain, if he had any,  
15 you know, either mechanical or structural issues with his vessel,  
16 do you think Gary would have any problem staying in port?

17 A. No. I don't think so. No, not at all. If he had an issue,  
18 he stayed in town and got it fixed. And if anything happened to  
19 the boat, he'd (indiscernible) so --

20 And he didn't mention anything about any mechanical or any  
21 other issues or slack tanks or anything like that when we had the  
22 discussion there, the first discussion. Nothing came up.

23 Q. Okay. And similar question, would Gary have any hesitation,  
24 in your opinion, with staying in port if he felt the forecast was  
25 too much for the *Scandies Rose*?

1 A. I would think -- I don't know what, you know -- I can't  
2 really answer that question. I would think if he knew what the  
3 weather was there, I don't think he would've left or he would've  
4 ducked in somewhere and anchored up and waited for it, for  
5 weather.

6 Q. Understood. With the weather report he had when he was  
7 departing Kodiak -- you know, clearly there was not reported 60,  
8 70 mile-an-hour winds in that area. But if he had a report like  
9 that in his hand, do you think he may have stayed in port?

10 A. Oh, absolutely. I don't think he would've gone out there.  
11 There's enough wrecks in Shelikof Strait and up in Shelikof and  
12 (indiscernible) island and where he was trying to go to. It can  
13 be brutal down there. So I just, I don't -- I didn't -- I don't  
14 think that --

15 Q. Can you think of a time when --

16 A. -- it was. It just -- it came up on him.

17 Q. Can you think of a time when Gary delayed a trip due to  
18 weather?

19 A. Yeah. Boy, I'd have to look back in my (indiscernible). I  
20 know we rode out weather in town together a few times, and -- I  
21 mean, he was working on my equipment and we stayed in town when he  
22 was working on the crane a few times and working on the boat. I  
23 mean, he was -- they were always working on that boat, that it --  
24 I know it had like at least one shipyard, two shipyards a year.  
25 So they maintained it pretty decent.

1 Q. But you can't think of an instance where Gary stayed in port  
2 due to weather reports?

3 A. Not my recollection, and going on the boat and everything,  
4 so --

5 Q. But to be clear, you cannot recall an instant when Gary did  
6 not --

7 A. I'd have to think back on that. But I know there was times  
8 when we were fishing and (indiscernible) down and we weren't  
9 fishing and we were jogging. I mean, that happened a lot. So, we  
10 stayed in touch if we were fishing the same area. Two years ago  
11 we fished the east side of the islands and there was times there  
12 we were both jogging and just riding out the weather. But not in  
13 a port. I'd have to really think back on that and think about it.

14 Q. Understood. We'd appreciate it, Oystein, if -- and when you  
15 do get some time to, you know, sit down and either go through your  
16 records and, if you do, you know, come up with an instance, that  
17 would definitely be helpful. Mostly so that we can go back and  
18 look at, you know, what that weather report was and get an idea of  
19 what Gary's parameters were for safe operation in a specific  
20 weather report.

21 LT [REDACTED] That is all the prepared questions I have right  
22 now. I'm sure NTSB has some questions as well. I'll go ahead and  
23 pass it off to Bart.

24 BY MR. BARNUM:

25 Q. Hey, Captain Oystein, this is Bart, NTSB. Thank you for



1 calling in. Obviously this, the conversation -- two conversations  
2 you had with Gary are critical in this investigation. I know you  
3 already went through it with us. I'm just going to ask you again  
4 just in case we missed anything or maybe you didn't recollect it  
5 correctly. Could you just walk us through one more time, first,  
6 that initial conversation you had and then how -- and how you got  
7 ahold of him the second time, just the story one time for us,  
8 please.

9 A. Okay. Like I said, the, like, first conversation, Gary -- I  
10 believe it was around, anywhere from 9:15 to 9:30, he called me on  
11 the tag phone. And then initial discussion was it was blowing and  
12 he had a 20-degree list and he was trying to get into -- behind  
13 Sutwik Island, then he could break ice. And then we  
14 (indiscernible) pretty rocky around there and he was good with  
15 that.

16 And then we discussed about other things, you know, 100 miles  
17 from Unimak Pass. And we had -- we talked -- I asked him what his  
18 fishing plan was, what was going on there, and he said he was  
19 going to head right to the grounds and start fishing cod, and he  
20 had 17,000 pounds of bait (indiscernible) go into port or do  
21 anything, he could go right on the grounds and start fishing.

22 That's -- then we talked about the weather, it was straight  
23 westerly, 60 to 70. And I told him about my weather situation up  
24 there. And I also mentioned as -- sound like the wind was going  
25 to let off a little bit east of Port Moller and maybe hopefully --

1 I did mention that with him.

2 And we discussed a lot of things -- Christmas, him buying  
3 into the boat, buying some more shares. He was stressed about  
4 that and, you know, he had spent a lot of money here and was, you  
5 know, was looking forward to getting on the grounds.

6 And then I also did mention to him -- I forgot to mention  
7 this last time, but we -- there was some talk we heard about  
8 (indiscernible) and I hadn't heard anything more about it, my --  
9 down to the (indiscernible). That was the only thing I had --  
10 delay the season for a few (indiscernible) due to weather and then  
11 also people getting into Dutch Harbor. And he hadn't heard  
12 anything about that.

13 Q. Oystein, I'm sorry to interrupt you.

14 A. Oh.

15 Q. You're breaking up again. Could you --

16 A. We just -- kind of a friendly conversation.

17 How about now?

18 Q. Yeah, a little better. Could you just back up a little bit,  
19 and -- you said you had forgotten to mention something that first  
20 time you went through the initial call. Could you say that again,  
21 please?

22 A. Yeah, I just remembered here now, this is kind of spotty.  
23 You know, it's been -- there was some talk of delaying the season  
24 and then -- and I heard that (indiscernible) in, and I don't think  
25 anything became of it. But there was a -- there was some proposal

1 about delaying the season (indiscernible) into Dutch Harbor. And  
2 I mentioned that to him, and he said that would be great. But he  
3 hadn't heard anything of it. So, I just -- I just remembered that  
4 right now while we're talking here.

5 So that pretty much sums up the first call. I had to go down  
6 and switch -- yeah, let me call you right back here, over.

7 And so, went downstairs and switched over, and then I came  
8 back up and I called him back right away. This is the second  
9 call. This is -- would be 9:45 or so. And he came back right to  
10 me. He said the list had gotten a lot worse and he didn't know  
11 how this was going to go at this point. He goes, I don't know how  
12 this is going to go. And I could tell he was -- there was a lot  
13 more concern in his voice, which is kind of unusual for Gary.

14 And then I clicked back on, and I told him to be careful and,  
15 you know, just get behind that island. And then I clicked off and  
16 I never heard anything anymore from him at that point. And I  
17 tried calling him back a few times, and trying to get back with  
18 him again. I called him twice and I didn't get anything, and the  
19 third it's like he clicked the mic, but that's all I got, and that  
20 was it. And these tag phones are known for being kind of a crummy  
21 unit and it's pretty common that you don't make connections with  
22 it here.

23 I kept calling him, though. Kept calling him 10 times, and  
24 then (indiscernible) guy named Pete that runs that. And I called  
25 him and I told him about my concerns, and Pete's response to me

1 was (indiscernible) here, we'll just get it, so I'll call her and  
2 get a contact with them. And I told him to just (indiscernible)  
3 and see what you can -- you know, make sure everything's all  
4 right. And that was pretty much it.

5 And then he called about 4, 4 o'clock in the morning, and  
6 told me the boat had gone down. And we never -- I had 2182 on and  
7 4125 and we never had -- we never heard a Mayday or anything on  
8 there, so -- so we never -- we didn't know till the early that  
9 morning what had happened.

10 Q. Understood. Thank you --

11 A. Did you hear it that time?

12 Q. Yep. Thank you. On that second call when Gary was telling  
13 you the list had gotten a lot worse, did he give a degree that the  
14 list had come to?

15 A. No, he did not. But the first time he said it was a 20-  
16 degree list, and then he said the list had gotten a lot worse.  
17 And he goes, I don't know how this is going to go. And that was,  
18 that was the last time I talked to him. That was the last thing  
19 he said to me.

20 Q. And I think you mentioned earlier, I just wanted to clarify,  
21 he didn't mention that there was anything on the vessel that was  
22 also gone amiss, gone awry, such as, you know, machinery or tanks,  
23 anything like that?

24 A. No. No, he didn't mention anything about that at all. And  
25 if he would've had some issues, I'm sure he would've mentioned it

1 to me on the first conversation. But he did not mention any of  
2 that.

3 Q. Did he mention anybody was on the bridge with him or was he  
4 alone?

5 A. I don't know. I don't know if anybody was on the bridge with  
6 him. It didn't -- I didn't hear anybody in the background. There  
7 was nobody, it didn't seem like any --

8 Q. You had mentioned that he was excited -- not excited but  
9 looking forward to the season being delayed. Was that the cod  
10 season?

11 A. Yeah, I think that was the cod season, yeah.

12 Q. Yeah. In addition, he was talking buying more shares in the  
13 company and he was stressed out about that. Can you elaborate on  
14 that any?

15 A. Well, he had bought one of the partners out and he said he  
16 (indiscernible) the vessel, you know, that's a big commitment.  
17 Buying these boats, it's a stressful thing. So he was just  
18 concerned about that. And then I, you know, I mentioned to him, I  
19 said, well -- I did mention to him, I says, we know there's a lot  
20 more crab out on those grounds than the surveys are actually  
21 portraying, so you're not going to have any problems getting crab  
22 here in the future. We talked -- you know, we talked about the  
23 survey a little bit on the first conversation and the numbers are  
24 pretty skewed to what's actually out on the grounds. So if they  
25 ever get the right numbers in the survey, then we'll have

1 something -- that (indiscernible) we'll definitely pick up more  
2 crabs. So I told him to not worry about it.

3 Q. And I know it's speculation, but, you know, in your opinion  
4 do you feel like he was anxious to get fishing because he now  
5 owned a major share in the company -- on the boat?

6 A. I don't know. I can't answer that. I don't know.

7 Q. Yeah. Okay. On the -- during either one of your  
8 conversations with Gary, did he mention -- he said he was icing.  
9 Did he mention how fast he believed he was icing?

10 A. He said that he was icing very -- he had heavy icing. He  
11 told me that. And he goes, with blowing 60, 70, you know,  
12 everything's going to -- yeah, he did say it was 12 degrees. I  
13 forgot to mention that. I remember now he mentioned it was 12  
14 degrees and it was blowing 60 to 70. Probably important part  
15 there.

16 Q. Yeah, thank you. And what kind of weather were you seeing at  
17 your location?

18 A. It was -- we had northwest 45, and 15, 20 foot seas. And it  
19 was heavy freezing spray where we were at, and that -- the heavy  
20 freezing spray started around in the -- like around noontime on  
21 the 31st for us, and it has pretty much been pretty cold out there  
22 here all the way till last night.

23 MR. BARNUM: Okay. Well, thank you, Captain. I'm going to  
24 pass it off to my colleague, Paul. He's going to ask you a couple  
25 questions going forward here. Thank you.

1 MR. LONE: Okay.

2 BY MR. SUFFERN:

3 Q. Well, Captain, I appreciate your time today and, again, sorry  
4 for the loss of your fellow captain there as well. Just a couple  
5 of questions regarding clarification. When a captain is talking  
6 to another captain and you say it's blowing 60 to 70, do you mean  
7 miles per hour or do you mean knots?

8 A. Miles per hour.

9 Q. Okay.

10 A. No, I mean -- I'm sorry -- 60, 70 knots; 60, 70 knots.

11 Q. Okay. And then as far as -- I believe you said you had spent  
12 time on the *Scandies Rose* earlier in your career there. Can you  
13 recall a time -- or what was the worst weather you ever  
14 experienced while you were on the *Scandies Rose*?

15 A. Worst weather I experienced was 1995. We pretty much had  
16 heavy freezing spray from the start of the opilio season to the  
17 end. We broke ice the whole season. And we had a couple losses,  
18 we had a rescue. But it was brutal cold weather. And I think  
19 that's the worst I've seen. And we were breaking ice that was 2  
20 feet thick on the bow and was basically breaking ice the whole  
21 time. Had a foot on the deck. But that boat was such a tank, and  
22 we would never stop fishing. We had a heck of a good season that  
23 year. But she's -- she was a very seaworthy boat.

24 Q. When you were breaking off, you know, the 1 foot of -- or 2  
25 foot of ice, can you recall the, you know, the highest winds and

1 the highest seas that you got during that time period?

2 A. No, we didn't, we didn't stop fishing unless it was 20 plus  
3 seas -- foot seas. That boat could fish in pretty much anything.  
4 And that's how we gained, you know, we gained -- and it was a big  
5 platform and she was just a solid boat. But we also, also had a  
6 heated a bow on that boat and that really helped. We had kind of  
7 a heating unit up in the bow there.

8 Q. Okay. Now as far as weather that -- had you and Gary ever  
9 talked about what you review as far as weather before going out  
10 for a trip or anything, like a website you review or an app or a  
11 tablet application or anything?

12 A. Yeah, we pretty much all use Windy and -- for weather or we  
13 have a VMS unit that has weather on it, I have that. And then the  
14 inReach, Garmin's -- a lot of boats have that now, you can text in  
15 the area you want, then you get the weather report from that. Now  
16 I don't know if Gary had the inReach. We use that a lot for  
17 tendering in the summertime, because you're in a lot of bays where  
18 the phones won't work and the tag phones won't work in the  
19 (indiscernible). But I know his KVH -- he had KVH on there, so  
20 used to go online and look up the weather then. That's usually  
21 what I do.

22 Q. Okay. And as far as the weather forecast --

23 A. You know, my KVH has just been down, so -- but I have other  
24 options on board on my vessel.

25 Q. Okay. And as far as weather forecast that you find useful,



1 is there any one that you particularly find better than another,  
2 that you prefer?

3 A. Yeah, the Windy seems to be the one that's -- works the best  
4 when I can use that, when I have internet on the vessel. That's  
5 the one we prefer to use.

6 The Windy program, it's (indiscernible). Most of us prefer  
7 using that now.

8 Q. Okay. Is there anything as far as weather forecasts that you  
9 feel like you're missing that would be helpful as a captain?  
10 Are you still there?

11 A. Not really. I mean, the weather is pretty good, but -- yeah,  
12 the information is pretty good. A lot of times if the weather on  
13 (indiscernible) period, you know, 12, 16 -- 12 hours later than  
14 what it's really (indiscernible) but -- can you hear me?

15 Q. Yeah, you're in and out a little bit on that last answer  
16 there. If you could repeat it, that'd be great. You back?

17 A. Still (indiscernible). Yeah. Can you repeat the question  
18 again there? Sorry, the internet fades in and out so I'm losing  
19 you a little bit, too.

20 Q. Okay. Yeah, I apologize for that. So, yeah, I just had a  
21 question, you were breaking in and out on that last --

22 A. Are you there? Can you hear me?

23 Q. Yes, I can hear you now.

24 A. Yeah, I'm not -- yeah, okay, let me get (indiscernible)  
25 different options, we usually look at several options, at least I

1 do when I'm looking at weather.

2 MR. SUFFERN: Okay. That's all the questions I have for  
3 right now. I appreciate your time, Captain.

4 LT [REDACTED] Mike Karr, of the NTSB, do you have any follow-up  
5 questions?

6 BY MR. KARR:

7 Q. I do. Captain, what position did you hold on the *Rose*?

8 I didn't hear a response. I'll repeat the question. What  
9 position did you hold when you sailed on the *Scandies Rose*?

10 A. The time on (indiscernible) -- we -- oh, position. Oh, okay.  
11 I worked as a deckhand on the vessel. So, and I have -- so as the  
12 mate for the last year. I ran the boat at night.

13 Q. And what year was that, that you last ran on the *Scandies*  
14 *Rose*?

15 A. I did run the boat for one trip back in, I believe it was,  
16 1996 (indiscernible).

17 Q. When you talked to the captain on New Year's Eve, did he  
18 mention anything particular about what was happening to the  
19 vessel, happening on the bridge? For example, was equipment  
20 rolling around?

21 A. No. He didn't mention anything about anything in the  
22 wheelhouse. The only thing he mentioned is he had a 20-degree  
23 list to the starboard side and it was blowing 60, 70. That's --  
24 and he was trying to get, just trying to get up behind the island.

25 Q. And did he mention anything about his own efforts to keep

1 himself upright and in control when he was up on the bridge during  
2 that time?

3 A. He didn't mention anything to me about any of that.

4 Q. Did you never know Gary to drop gear when he was dealing with  
5 ice?

6 A. No, I've never known him to (indiscernible) best thing to do  
7 if you start icing up, but he never mentioned anything about that.

8 Q. And you never knew -- when you were sailing in the co-op, you  
9 never remember him doing that in dealing with ice?

10 A. Well, we haven't dealt with ice here in a -- much icing in  
11 the last few years so it hasn't really been an issue.

12 Q. And how -- when did you or how long had the *Pacific Sounder*  
13 been laid up before December -- you know, before New Year's Eve?

14 A. Now we -- yeah, we had finished the king crab season, which  
15 started October 15th, and we were laid up -- we were laid up from  
16 probably November 5th all the way till we left on -- I think it  
17 was the 28th we left, that evening of the 28th, we left Dutch  
18 Harbor for the cod season here.

19 Q. And why did you --

20 A. Now you broke --

21 Q. Why did the *Pacific Sounder* leave on the 28th? What were  
22 your plans?

23 A. Well, my plans was to get a load of gear out. And I saw the  
24 cold front coming, but I had all the gear on board, we had gotten  
25 everything ready, and there was a window to get out there and get

1 the load off, and that's what I went for.

2 Q. And was that for cod or for opilio?

3 A. No, this was for cod.

4 Q. And how long did you plan to fish for cod?

5 A. It's probably -- it's a 2 to 3-week season usually. We're  
6 usually done by the 15th of 20th of January, and then we go on to  
7 opilio after that and fish out the season. We've done that the  
8 last few years here.

9 Q. All right. Can you tell me if you know what Gary's usual  
10 habits were with regard to standing watch when he would make a  
11 transit? What time would he stand watch?

12 A. He pretty much was at the wheel when -- you know, any close  
13 quarters with land or anything like that, he was always at the  
14 wheel. He spent a lot of time in the wheelhouse, and if there was  
15 any issues, he would be up there.

16 Q. Did he mention when he (indiscernible) --

17 A. Pretty much every time I called he would answer the phone,  
18 so -- and -- or, you know, he would -- you broke up there.

19 Q. Did he happen to mention in his call --

20 A. I think the internet faded out here a little bit again.

21 Q. Let me know when it's on. Well, here's the question: When  
22 you spoke with him --

23 A. Yes, you're back on. You're back on. Go ahead.

24 Q. When you spoke with him New Year's Eve, did he mention how  
25 long he'd been in the wheelhouse?

1 A. No, he didn't. He didn't mention anything.

2 Q. All right. Give me a second here.

3 Why did you want to get to the cod season on opening day?

4 A. Well, we have two loads of gear to bring, so we wanted to get  
5 out there and get the first load. We can set it and bait it  
6 before the season, get ready.

7 Q. There's -- I mean, the opilio season --

8 A. So (Indiscernible) Pass, and get the load of gear. So it was  
9 a little bit of work to get all the gear out. We had the window  
10 to -- I looked at the weather and I had the window  
11 (indiscernible), so that's why I opted to go.

12 Q. Compared to the opilio harvest, you know, cod is, you know,  
13 worth a lot less money, so what's the motivation to fish for cod  
14 if you've got an opilio --

15 A. (Indiscernible)

16 Q. Pardon?

17 A. Yeah.

18 Q. Pardon me, captain?

19 A. Well, it's -- we don't have -- yeah, well, it's just that  
20 there's a race for fish right now that's been created, and so  
21 everybody's pushing to get as many pounds as they can. So --  
22 there's a race for fish that's been created by certain groups, and  
23 that has pushed us, push harder for cod.

24 Q. All right. Had you and Gary talked about that before?

25 A. (Indiscernible) I'm not sure if you copied that.

1 Q. Yes, I didn't --

2 A. We talked about it.

3 Q. And when was the last, when -- do you recall when you did  
4 talk about it, and describe what the conversation was.

5 A. Well, we -- that night during the first, we talked about  
6 Christmas and him getting stuck in Sitka, he had mentioned that he  
7 got 48 percent of the vessel, that he owned now, and he was hoping  
8 to get more involved in trying to stop this race for fish, and  
9 maybe they would listen to him because he's an Alaskan and this  
10 and that. So we discussed some stuff about that.

11 Q. Did he mention anything about, yeah, that's why I got to sail  
12 in this snotty weather because I got to get my fish?

13 A. No, he didn't mention that.

14 Q. Captain, can you recall if the *Scandies Rose* had bilge alarms  
15 in the void spaces on the starboard side from your days of  
16 sailing?

17 A. I can't remember alarms in there, in the starboard voids when  
18 I was on the vessel. I know we had bilge alarms in the forward  
19 voids up in the bow, and then we had bilge alarms in the stern.

20 Q. All right. And --

21 A. In the engine room.

22 Q. And can you describe your -- when you were -- I'd like you to  
23 describe that icing season of '94 and '96 when you said you had a  
24 foot on deck. And how did you -- I take it when you said you had  
25 a foot on deck, that's when the pots were in the water?

1 A. Yes. We were fishing and we're just moving one string at a  
2 time. 1995 was a brutal year. We lost the *Northwest Mariner* that  
3 year. But we had ice on the vessels from the start through the  
4 season, all the way to the end. And that's the toughest season  
5 I've ever fished up in the Bering Sea.

6 Q. And give me a feel for how you managed the ice or, you know,  
7 how (indiscernible) manage the ice. How did you, if you can  
8 recall, how the captain managed it for a pot he had on deck?

9 A. We would break ice -- as soon as it would build up, we would  
10 break it. Because if you let it go, it gets a lot harder and  
11 thicker and it's harder to get a (indiscernible) breaking ice  
12 probably (indiscernible) and we'd break ice at night and in the  
13 morning when we got up. So it's just a constant battle to keep it  
14 off.

15 Q. And when that happened, how many pots would you have on deck  
16 at that time? I think the answer is none; am I correct?

17 A. (Indiscernible) loads of pots? None. None. Yeah.

18 Q. So during that season when would you have a full load of pots  
19 on deck?

20 A. The beginning of the season when we run out, we would have  
21 gear on board.

22 Q. And then at the end of the season when you pick them all up  
23 and bring them home?

24 A. Yes, at the end of the season. Or if you're -- if you have  
25 to move to different fishing grounds, sometimes we'll have to put

1 on a load and move it. But if it's heavy freezing spray, usually  
2 you just take a deck load or, you know, you're moving 40, 50 pots  
3 at a time instead of large amounts of gear.

4 MR. KARR: All right. Captain, thanks. That ends my round  
5 of questions.

6 LT [REDACTED] Hey, Captain, this is Lieutenant [REDACTED] [REDACTED] again.

7 BY LT [REDACTED]

8 Q. So did you ever experience icing conditions on board the  
9 *Scandies Rose* with pots, with a full load of pots?

10 A. Yeah, I think in '95 we had heavy freezing spray start of the  
11 season and we had a full load of gear on. And I know that year we  
12 slowed down to a jog and we did not drive that hard. So we  
13 basically jogged for, I think, 24 or 30 hours before we started  
14 really running. We were just going really slow. The faster you  
15 go, the more spray you get on the vessel.

16 Q. And can you remember how many pots you guys had on board?

17 A. I can't remember that.

18 Q. Okay. And any idea how much ice you built? How many inches?

19 A. We probably had -- that's too far back for me to answer. I  
20 can't -- I don't know. But the previous owner, who is my partner  
21 on this boat, Leif Larsen, he was a very safe captain and we  
22 always -- he always took good precautions when it came to icing.

23 Q. Did the icing ever affect the list and trim on the *Scandies*  
24 *Rose*?

25 A. No. I can never recollect that happening on the *Scandies*



1 Rose.

2 Q. Okay. When you spoke to Gary could you hear anything in the  
3 background, any alarms or anyone else's voices?

4 A. No. I did not hear anybody in the background. I didn't hear  
5 any alarms. And his alarms are distinctive, so -- I did not hear  
6 any of that on this conversation.

7 Q. If you think back, on board *Scandies Rose* when you go in the  
8 engine room, can you remember if you have access to the port and  
9 starboard voids from the engine room?

10 A. There's a starboard void there that runs forward up into the  
11 -- it goes all the way forward up into the forward voids.

12 Q. So you can only access the starboard void from the engine  
13 room; you cannot access the port void from the engine room?

14 A. The starboard void was -- yeah, you can access that from the  
15 engine room, and there's also a door in the forward part there  
16 where you can go in.

17 Q. Is there a door in between the engine room and the starboard  
18 void?

19 A. Yes. Yes, there is.

20 Q. Can you remember is that a dogged door; is it a hatch?  
21 What's the access?

22 A. It was a dogged door, from my recollection. I think it had  
23 -- and it had corner dogs on it. I think there was four or five  
24 dogs on that door.

25 Q. Okay. And do you know if, you know, when Gary gave his watch

1 instructions, did he have deckhands checking the engine room on a  
2 regular basis and do you know how often?

3 A. I don't know that. I couldn't answer that question. I don't  
4 know how he set up his watch, if it's --

5 Q. Okay. And with your knowledge of the vessel -- we know that  
6 the vessel heeled to the starboard side at least the 20 degrees.  
7 Can you think of where water would enter the vessel, you know,  
8 progressive flooding, kind of where the water would most likely  
9 enter the vessel in that condition and where it would end up?

10 A. Well, there's double watertight doors down on the deck on  
11 both sides of the vessel. I'm sure they were closed. And if  
12 water got in on that deck, I would imagine it would probably maybe  
13 -- it could flood the deck and then it would flood into the  
14 forward void if that door wasn't secured or was watertight. But I  
15 think there's a watertight door forward, too. There was when I  
16 was on the vessel.

17 Q. Okay. Understood. And then the question I had, we did  
18 mention 60 to 70 knots of wind and 12 degrees when you last talked  
19 to Gary. Did he mention what the sea state was?

20 A. He did not mention the sea state, but imagine 60, 70, I'm  
21 sure there was 20, 30-foot waves.

22 Q. Okay. And just to -- is there anything you can think of that  
23 we did not discuss in this interview, any questions you feel we  
24 should've asked you?

25 A. I'd have to think about that, but -- I'm sure there's going

1 to be some stuff there, but I can't think of anything at this  
2 moment.

3 Q. Did you know any of the other crew members well on board the  
4 *Scandies Rose*?

5 A. No, not really.

6 Q. Okay. And then how did Gary feel about his crew? I know you  
7 were talking about previous deckhands before. Did he relay  
8 anything, any information to how the crew was on board?

9 A. He did mention something about they were waiting -- a  
10 greenhorn had quit and they were waiting for a guy or something  
11 like that, and they had gotten somebody. And that's all I know.

12 LT [REDACTED] Okay. Thank you very much, Captain. I'll pass it  
13 over to Bart again. We'll just go through.

14 BY MR. BARNUM:

15 Q. Hey, Captain, you mentioned the *Scandies Rose* was a tank, in  
16 your words. Do you feel that icing alone would be enough to  
17 capsize the vessel or do you believe that something else would've  
18 had to fail to exacerbate the capsizing?

19 A. I think icing took her down, in my opinion. I think that's  
20 what happened. And, you know, if that list -- we went from a  
21 discussion on all kinds of other things, and then he mentioned he  
22 had a 20-degree list and trying to get up to the island. And then  
23 the second discussion, I mean, it was very short and he was  
24 definitely very concerned at that point. So the situation had  
25 gotten a lot worse there. And I don't know if he was coming up on

1 that island there, it gets shallow and might have built up the  
2 sea. Just, you know, maybe he had enough (indiscernible) and that  
3 just pushed her over. I don't know if that could've happened.

4 But that boat was probably one of the best vessels I've --  
5 here in the Bering Sea. But nothing's going to beat Mother  
6 Nature. I mean --

7 Q. Understood. Thank you.

8 A. That area down there is known for icing that's unbelievable  
9 down there. And there's been (indiscernible) just built on so  
10 much ice and gone down and nothing could be done. And I haven't  
11 seen (indiscernible) --

12 Q. Okay. You spoke of the previous owner. I believe you said  
13 Leif --

14 A. On another --

15 Q. Sorry. Go ahead.

16 A. -- (indiscernible) probably of ours, I had somebody that  
17 (indiscernible) while we were out on this trip here. So just to  
18 -- Leif Larsen, yeah.

19 Q. You said he's a previous owner. Do you know why he sold the  
20 vessel?

21 A. I think he was -- yeah, that he was having -- you know, just  
22 wanted to retire and it went into an IFQ fishery. I think he --  
23 yeah, I don't know. You'd have to ask him. I'm just -- I think  
24 it was just time to get out. He had reached the point where he  
25 didn't want to be out at sea anymore.

1 Q. Captain, how many -- when you're fully loaded with pots, how  
2 many do you have on board?

3 A. We are rated, depending on fuel -- I mean, I'll give you the  
4 scenario when we left Dutch Harbor. We're loaded for 143 under  
5 freezing conditions, wintertime. And then you take your bait and  
6 you minus off your bait, and we had 10,000 pounds of bait. And I  
7 would buy pots, hang out with the weather, and I decided to carry  
8 120, just to get that weight down a little bit more. So we went  
9 out with 120 pots for the season.

10 Q. Is that customary in your stability letter to have a  
11 difference between icing condition and the number of pots you can  
12 carry and then maybe in the summer or non-icing condition how many  
13 pots you can carry?

14 A. Yes. Yes, it's -- well, I mean, it's just common sense in  
15 wintertime you just carry less gear. But I -- so we're a lot  
16 smaller than the *Scandies Rose*. We're only 98 feet, but we're  
17 almost 34 feet wide. And we redid our stability report back in  
18 2015. The boat used to carry 180 to -- 165 to 180 pots out in  
19 wintertime. And we redid the stability report, did the  
20 calculations on the pots. The pots' weights were a lot higher  
21 than what was in the stability reports. We recalculated  
22 everything for a higher weight.

23 MR. BARNUM: Understood. Thank you.

24 I'm going to pass it on to my colleague, Paul.

25 MR. SUFFERN: Hi, this is Paul. I have no further questions.

1 I appreciate your time, Captain. Thank you.

2 BY MR. KARR:

3 Q. And this is Mike Karr. When -- do you recall when Gary was  
4 going to start fishing for opilio after the cod, after he was done  
5 fishing for cod?

6 A. Yeah. I think he mentioned he was going to do one or two  
7 trips of cod and then he was going to go on opilio and fish that  
8 afterwards.

9 Q. And do you know how long that trip lasts? Is it a day, 2  
10 days, a week?

11 A. The trips are generally, with cod, are 3 to 4 days.

12 Q. All right. Now taking you back to your day when you were  
13 deckhand on the *Scandies Rose*, were you ever in the wheelhouse  
14 when icing conditions were prevalent and you were carrying pots?

15 A. Yes.

16 Q. How would you as a deckhand gauge the ice build-up? You  
17 know, you're in the wheelhouse. How would you gauge the ice  
18 build-up on a loaded *Scandies Rose*?

19 A. Well, you just basically look out the window and you'll see  
20 it building on the bow and building on the gear. So normal spray  
21 and, you know, the *Scandies* is a schooner so everything, it gets  
22 thrown on the gear and gets thrown back on the vessel. So if it's  
23 heavy freezing spray, it usually sticks. So he just reduced speed  
24 at that point. And he just basically called the captain up and  
25 say, hey, we're building ice here, and the normal conversation is

1 just reduce the speed and go into a jog mode at that point.

2 Q. When you were in the wheelhouse, did you ever -- and when  
3 you're in the wheelhouse during heavy spray conditions, do you  
4 ever go -- did you ever go outside the wheelhouse to gauge and  
5 observe the ice build-up?

6 A. I do on my vessel. I mean, I'm out there with the boys  
7 breaking ice with them usually, so --

8 Q. Is that like getting a (indiscernible) good?

9 A. Yeah.

10 Q. Is that --

11 A. On a house-forward boat it's a little harder to see. You  
12 know, you got to get out there and kind of visually look over the  
13 side and see if anything's sticking on the hull and up on top of  
14 the wheelhouse and -- yeah.

15 Q. Can you get -- in your experience of watching ice build up on  
16 loaded -- a boat loaded with crab pots, can you tell us how the  
17 ice accumulates on the vessel or where it accumulates?

18 A. Yeah, it'll accumulate on a house-forward boat -- the  
19 schooner's a lot different, but on a house-forward boat it usually  
20 starts building on the top of the house and around the house and  
21 the railings. And then your aft deck is a little bit clear. It  
22 almost cuts the spray so it doesn't hit your gear. If you've got  
23 weather coming in a little bit on port side or starboard side,  
24 that's different. Then you're going to ice heavier on those  
25 sides.

1           On a schooner, it kicks it up and it throws it forward. And  
2 the same thing there, it can on port side or starboard side.

3 Q.   And how does the ice accumulate on the pots?

4 A.   Well, it starts by sticking to the web and then it just  
5 starts building like a honeycomb. And then it -- if it's really  
6 heavy, it'll get to a point where it's just in a block.

7 Q.   So it's not just, so it's not just on the outer -- the  
8 outside of the outer pots? It's also inside, the pots that are  
9 like maybe in the center of the stack?

10 A.   Yes. Well, it actually it's clear and it'll build a  
11 honeycomb on the outside. The outside pots take most of the  
12 weight and they get most of the spray. So basically you're  
13 building a wall and it's growing out.

14 Q.   Can you repeat that again? You were broken.

15 A.   Well, it'll -- side of the pot, it'll come off. And then you  
16 basically create almost like a wall. And then you just start  
17 building ice on the outside of that.

18           Depending how cold it is, it's going to do different things.  
19 If it's just -- if it's light freezing spray, if you have a lot of  
20 spray, it'll actually wash the ice off. But everything sticks  
21 when it hits you, and that'll (indiscernible).

22 Q.   All right. My last question, and this is the effect of --  
23 were you aware of the Coast Guard accident investigation report of  
24 the sinking of the *Destination*?

25 A.   Yes.



1 Q. And did that -- how did that affect you or did that cause you  
2 think different to -- or tell me what you thought and if you took  
3 action differently. You know, the Coast Guard went to great  
4 effort to publish that report. I'm curious as to how you, how the  
5 public, how the mariners viewed it?

6 A. Yeah. I think, I think what we all learned from that as  
7 captains is just, you know, standing down and not letting anybody  
8 push you around and make deliveries, you have to deliver, and  
9 basically just -- you know, if the weather's like that, just back  
10 down and take it easy and wait for it to go by. And then we will  
11 also, you know, cut the amount of pots we take out and I think  
12 we're a little more careful. I think as operators, we've gotten  
13 better. We're not perfect, but we've gotten better out there.

14 MR. KARR: All right. Thanks. That's -- that ends my  
15 questions.

16 LT [REDACTED] Hey, Captain, this is Lieutenant [REDACTED] --

17 MR. LONE: And just another quick -- you know, like I just  
18 wanted to say that we had a -- we did a Coast Guard inspection in  
19 Dutch. I asked for the guys to come down and we calculated  
20 stability. They went over my pots. And I think that was a really  
21 big help. And then we haven't done that for cod and the program  
22 they just started, but I think that's a great, great step forward  
23 here, for us to -- every time we go out on the seasons, get  
24 checked out by you guys and make sure we're doing everything  
25 right.

1           LT [REDACTED] Yeah, thank you, Captain. That is a new program,  
2 and I will pass that along to the program manager as well.

3           MR. KARR: Hey, this is Mike Karr. I've got one more  
4 question that just popped in my head.

5           LT [REDACTED] Okay. Go ahead, Mike.

6           BY MR. KARR:

7 Q. Captain, when you looked at -- well, how much ice is okay for  
8 your vessel to sail? You know, how thick can the ice be on your  
9 vessel, the *Pacific*, to sail in accordance with your stability  
10 book? I'm curious if you --

11 A. Well, I don't --

12 Q. -- a number?

13 A. Yeah. Well, if -- you know, once I start seeing 6 inches  
14 around, we start breaking and slow down the speed. It depends how  
15 heavy it's icing and -- I don't like to have any ice on the boat.  
16 But if we're building a little bit, and then depending how far I  
17 have to go and what weather conditions are, it -- so, you know,  
18 it's just an in-house call that you got to make on that.

19           And then, you know, as far as safety equipment, if your rafts  
20 are getting iced up, the EPIRBs, life rings, things like that, I  
21 always -- we always pay attention to that kind of stuff on the  
22 vessel, keep that stuff ice free. But we, you know, we -- like I  
23 said, from the 31st, we were breaking ice pretty much the whole  
24 time, keeping up with it and making sure it was off the vessel.

25 Q. And now this is just your local knowledge. Off the top of

1 your head, can you think of other vessels you know of that have  
2 capsized because of icing?

3 A. Well, *Northwest Mariner* back in '95, that was icing. I mean,  
4 there's been a lot of vessels. I can't think off the top of my  
5 head, but usually it also, you know, it -- yeah, I mean, there's  
6 been a lot of boats that have gone down because of icing. So --  
7 and that's the one sticks out in my mind.

8 MR. KARR: Thanks for that. All right. I have no more  
9 questions. Thank you, Captain.

10 LT [REDACTED] Captain, this is Lieutenant [REDACTED] [REDACTED] again.

11 BY LT [REDACTED]

12 Q. We do have some conflicting reports for the number of crab  
13 pots on board. Can you repeat how many pots you thought there  
14 were?

15 A. He told me there was 195 pots on board.

16 Q. And when did he relay that information to you?

17 A. That was when we had our first conversation.

18 Q. Okay. Did that concern you at all? Is that a large number  
19 of pots for that specific trip?

20 A. You know, it's been so many years since I sailed on that  
21 vessel, I can't really answer that question.

22 Q. Okay. But when he told that to you, did you have any  
23 hesitation? Did you think, oh, that's kind of odd; why would he  
24 have that many pots on board?

25 A. You know, in heavy freezing spray, that's a lot of gear. But

1 depending on -- I don't know what size gear he had, you know.  
2 Yeah, I mean, it kind of sent my radar up a little bit, 195. But  
3 he had gotten a new stability report and, you know, he felt  
4 comfortable with it, so I -- but, you know, each vessel is  
5 different on that, what we can hold, you know. I mean, I used to  
6 -- this boat I had used to carry 180 pots around, and we're down  
7 to 143 or 125 in the winter. So --

8 Q. And it was reported that the icing was on the starboard side.  
9 Is it common practice for a captain to try and balance that icing,  
10 maybe start taking the weather on the port side just to balance it  
11 out?

12 A. Yeah. I mean, we didn't discuss that, but after the fact, I  
13 kind of wondered about that. But if you're -- if you've got 60,  
14 70 mile-an-hour winds there, with 20-degree list, and he's getting  
15 close to that island, I would have probably tried to push -- I  
16 would have probably tried to push to go for the island at that  
17 point. And I think that's what he was trying to do.

18 But, yeah, that's -- I mean, that's a practice. I know the  
19 tugboats do that with their barges. They ice -- the barges start  
20 icing up, they'll just turn around and ice up the other side to  
21 counterbalance. Also transferring fuel, you can transfer fuel.  
22 So --

23 Q. Did Gary mention that they were transferring fuel at all?

24 A. No, he did not.

25 LT [REDACTED] Okay. That's all I have, Captain. I'll pass it

1 over to Bart again.

2 MR. BARNUM: Thank you very much, Captain, for your time. I  
3 have no further questions.

4 MR. LONE: Okay. Thanks a lot, guys. Good luck.

5 MR. BARCOTT: Hang on. Hang on, Oystein, we may not be  
6 finished yet. We're just going around.

7 MR. LONE: Okay.

8 LT [REDACTED] Any further questions from NTSB?

9 BY MR. KARR:

10 Q. Yeah. Captain, when you were -- how much wind were you  
11 experiencing the night of New Year's Eve when you were --

12 A. It was earlier on New Year's Eve, it was blowing more and it  
13 kind of had come down a little bit, but we were seeing 45. It was  
14 probably blowing 45 out there, 35, 45 miles per hour.

15 Q. And was that when you -- would you have -- did you still have  
16 pots on the boat at that time?

17 A. No. We got done -- we started setting in the morning on the  
18 31st around 9 a.m. And due to the weather, I had to run up and we  
19 just took everything really slow. And we got done setting our 120  
20 pots at 9 o'clock at night. So we spent all day getting those  
21 pots off.

22 Q. When you're running -- help me understand the effect that  
23 wind can have on your list. On your vessel, the *Pacific Sounder*,  
24 if you're -- if you've got, you know, 50, 60, 70-knot wind on your  
25 port side, how is that going to affect your list, assuming there's

1 no icing?

2 A. Well, she's going to heel more over. She's going to heel  
3 over a lot more. It's going to push on the vessel. I mean, that  
4 -- those pots are like a big sail. So, and you're going to have  
5 to tack into it quite a bit more, you know, 15, 20 degrees  
6 sometimes, to get the right course depending on how hard that wind  
7 is pushing on you.

8 Q. Wow. So the *Scandies Rose* had a starboard list even though  
9 there were 60 or 70-knot winds pushing on its starboard side.  
10 Pretty amazing.

11 A. Yeah.

12 Q. How many -- you know, so how many degrees of heel might you  
13 get from a strong wind when you're loaded with pots? You know,  
14 talk about your -- or if you can --

15 A. Well, you probably get 5 to 8 degrees. And I'm shooting off  
16 the cuff here. And usually if I'm traveling and I got strong wind  
17 on the side like that, I'll go down and I'll either transfer fuel  
18 or start pulling off the side that's getting listed over, I'll  
19 start pulling fuel off of there to the day tank.

20 MR. KARR: All right. Thank you.

21 LT [REDACTED] Captain, this is Lieutenant [REDACTED] I do have one  
22 more question.

23 BY LT [REDACTED]

24 Q. Do you know if Gary tarped off his pots or was taking any  
25 kind of preventative measures to stop the buildup of ice?

1 A. I don't know that.

2 Q. Have you seen him --

3 A. He didn't say anything about anything.

4 Q. Okay. In the past, has he taken any measures? Has he tarped  
5 his pots?

6 A. I haven't seen it. That doesn't mean he hasn't done it. But  
7 I don't know. I haven't seen him with tarps.

8 Q. Okay. Thank you.

9 LT [REDACTED] Thank you. That's all the questions I have.  
10 Open it up to NTSB one more time.

11 MR. BARNUM: This is Bart Barnum, NTSB. I have no further  
12 questions.

13 MR. KARR: Mike Karr. No questions.

14 LT [REDACTED] Mr. Barcott, did you have anything to add?

15 MR. BARCOTT: Yeah, I just have a couple of questions.

16 BY MR. BARCOTT:

17 Q. First of all, Oystein, thank you so much for chatting with me  
18 yesterday and making yourself available. This is critical  
19 information.

20 One of the things I'm trying to understand, at least, is  
21 evidently there was no EPIRB signal. Have you ever been out on  
22 your boat in icing conditions and have the EPIRB surrounded by ice  
23 so that basically it wouldn't deploy?

24 A. Yes. I've had EPIRB iced up to a point where it couldn't  
25 release, and I've also had rafts iced up to that point. As I get

1 older and wiser here, we -- I make sure those things are clear.

2 Now, from my understanding, I heard that both life rafts  
3 deployed, so that makes me wonder, that probably wasn't getting  
4 quite as much spray up on the wheelhouse there. The EPIRB might  
5 have got tangled up in something, too, or just not released.

6 Q. And --

7 A. You don't know -- we will never know that.

8 Q. Right. And you are -- you've got good information. Both  
9 life rafts did deploy with the hydrostatic releases.

10 MR. BARCOTT: That was the only question I have. Thank you.

11 LT [REDACTED] This is Lieutenant [REDACTED] [REDACTED] with the U.S. Coast  
12 Guard. Oystein, I'll kick it back to you one more time. Is there  
13 anything you feel like during this interview we did not ask you or  
14 anything else you want to pass?

15 MR. LONE: Nothing really. I just think he just iced up and  
16 I think it was the winds were so strong, I don't know what could  
17 have been done at that point. So -- it's a sad situation, so --  
18 but that country down there, Shelikof Strait, is known for brutal  
19 icing, and I think he just -- it just -- it came on him so strong  
20 there, I don't know what he could have done at that point. That's  
21 what I think. So --

22 But you've got a couple of crew members, so hopefully you get  
23 some good information out of them.

24 LT [REDACTED] Okay. And would you be open to us contacting you  
25 in the future?



1 MR. LONE: Yeah. Yeah, you -- any time you guys want to ask  
2 any questions, just give me a call. I'll be out fishing here,  
3 but --

4 LT [REDACTED] Excellent. What's the best way to get in touch?

5 MR. LONE: I don't know. You can get ahold of Nicolai  
6 Sieverstoll (ph.). He is my bookkeeper in Seattle, and I think  
7 Mike has his number. He's also the bookkeeper for the *Scandies*  
8 *Rose*, and he can send me an inReach text and then I could try to  
9 call you on my tag phone.

10 LT [REDACTED] Excellent. Greatly appreciate it. As Mr. Barcott  
11 stated, this is really, really invaluable information. We greatly  
12 appreciate you talking with us today. It gives us a lot of  
13 insight and a lot of info that we didn't have.

14 Our sincerest condolences. We know you didn't just lose a  
15 colleague, but a close friend as well. And thank you for passing  
16 information. It'll definitely help us.

17 MR. LONE: Yeah. Unfortunately, we have to learn from this,  
18 so -- good luck with the investigation. If there's anything I can  
19 help with, just let me know.

20 MR. BARNUM: Yeah, thank you very much, Captain. I really  
21 appreciate it.

22 LT [REDACTED] All right. Time on deck is 0155 and we are now  
23 stopping the recorders.

24 (Whereupon, at 1:55 p.m., the interview was concluded.)

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:           CAPSIZING AND SINKING OF THE  
                                  F/V *SCANDIES ROSE* NEAR SUTWIK  
                                  ISLAND, ALASKA, DECEMBER 31, 2019  
                                  Interview of Oystein Lone

ACCIDENT NO.:               DCA20FM009

PLACE:                       Via Telephone

DATE:                        January 5, 2020

was held according to the record, and that this is the original,  
complete, true and accurate transcript which has been transcribed  
to the best of my skill and ability.

  
\_\_\_\_\_  
Kay Maurer  
Transcriber