

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: DANIEL MATTSEN  
Managing Partner  
Scandies Rose Fishing Company

United States Coast Guard  
Marine Safety Detachment Kodiak  
Kodiak, Alaska

## APPEARANCES:

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

LT [REDACTED] [REDACTED] Chief  
Investigations Division, Sector Alaska  
United States Coast Guard

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National Transportation Safety Board

MICHAEL KARR, Senior Marine Accident Investigator  
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MICHAEL BARCOTT, Attorney  
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(On behalf of the owners of the *Scandies Rose*)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Daniel Mattsen:		
By LT [REDACTED]		5
By Mr. Barnum		16
By Mr. Karr		30
By Mr. Suffern		43
By LT [REDACTED]		49
By LT [REDACTED]		56
By Mr. Barnum		69
By Mr. Karr		74

I N T E R V I E W

1  
2 LT [REDACTED] -- with the U.S. Coast Guard here at Marine Safety  
3 Attachment Kodiak. And I give consent to them recording this  
4 interview.

5 Do you want to take it, [REDACTED]

6 LT [REDACTED] Okay. Good morning. This is LT [REDACTED]  
7 [REDACTED] Investigation Divisions chief at Sector Anchorage. And  
8 I also give consent to recording this interview.

9 MR. BARNUM: NTSB, good morning all. This is Bart Barnum,  
10 B-A-R-N-U-M from the NTSB Office of Marine Safety.

11 MR. KARR: And this is Mike Karr with the NTSB.

12 MR. SUFFERN: And this Paul Suffern, S-U-F-F-E-R-N with the  
13 NTSB.

14 MR. BARCOTT: And this is Mike Barcott of Holmes, Weddle &  
15 Barcott. We're attorneys for the owners of the *Scandies Rose*, an  
16 interested party. With me is another attorney in my office,  
17 Daniel Barcott, and we do give our consent to record this  
18 interview.

19 MR. MATTSSEN: And my name is Daniel Mattsen. I am a partner  
20 in the Scandies Rose Fishing Company and managing partner. And I  
21 give my consent to record this interview.

22 LT [REDACTED] All right. So, and thank you everyone, and just  
23 want to give a quick brief. So the purpose of this investigation  
24 is basically to determine what happened, why it happened, and  
25 prevent it from happening again.

1 So basically, everyone knows on December 31st the *Scandies*  
2 Rose went down with seven persons on board. The Coast Guard was  
3 able to recover two survivors and the five are still missing at  
4 this time.

5 INTERVIEW OF DANIEL MATTSSEN

6 BY LT [REDACTED]

7 Q. So, basically, Mr. Mattsen, what we're looking for is your  
8 story, your who, what, when, where and why, to help us determine  
9 any causal factors that might have played into this incident.

10 So, if you could, just kind of give us a brief overview, you  
11 know, of your position with Mattsen Management, as well as your  
12 involvement with this vessel, and just a timeline and a history of  
13 both Mattsen Management's involvement and your personal  
14 involvement with the vessel.

15 A. Mattsen Management is just a one person show. I own it.  
16 It's just a way to structure that I get a paycheck every month  
17 from the boats that I manage. I'm a 50.2 percent owner of  
18 Scandies Rose Fishing Company.

19 And Gary was a partner, had 30 percent, and then we have a  
20 third party who had 18.9 percent. So I'm just the one who handles  
21 the, you know, the finances and helps with the strategy of what  
22 we're going to do and when and whatever.

23 Gary's the operational captain. So, but I'm the guy who  
24 makes sure the bills get paid. And as far as the actual operation  
25 of the vessel, that's pretty much left to Gary though. He's the

1 captain and he's a significant partner in the vessel.

2 So, and I was incidentally running another boat and had left  
3 Kodiak on the 28th, so I was a couple days ahead or 3 days ahead  
4 of him, and so I have no particular knowledge of the condition of  
5 the vessel when it left.

6 I did have some contact with Gary during the -- during his  
7 trip, and I'd be happy to share what he told me. If you want me  
8 to keep going, I can keep going, but I just -- if you want to ask  
9 me questions, I will answer any questions you might have.

10 Q. Yeah. Mr. Mattsen, if you just want to keep going and we'll  
11 kind of, you know, lay your story out and any information you  
12 think might be helpful to us, and we'll just let you go and then  
13 we'll go around and ask follow-up questions.

14 A. Okay. Okay. The only contact -- I mean, like I said, I left  
15 earlier, and it was a crappy ride the entire way. So I had called  
16 on the tag phone to, which is the dispatch, which I'm sure you're  
17 familiar with, several times just to check and see where Gary was.

18 If he was coming along, or if he was going to be leaving, and  
19 had no contact. And then finally he came back to me on the, I  
20 think it was the 31st, but it was fairly early in the afternoon,  
21 or maybe late afternoon but early evening. And I asked him how it  
22 was going. And he said it was a shitty ride, which was a shitty  
23 ride for me, 150 miles farther down the pike. So, I didn't doubt  
24 that. He said it was very cold and he was making light icing at  
25 that time.

1           And I said, well, I had to pull into Unimak Bite to just rest  
2 the crew because I wasn't going to go through Unimak Pass when I  
3 was tired and the weather was so foul. And I said, you know, just  
4 you go ahead and do that if you need to. It's not -- there's no  
5 hurry here. Just get, be safe. And that was the last  
6 conversation I had with him.

7           The night of the 31st, I arrived in Dutch Harbor about 11  
8 o'clock at night and was exhausted because it was a tough ride  
9 from Unimak Bite down through Amaknak Strait; then up Baby Pass  
10 and into Captains Bay. I was exhausted and was in my bunk by  
11 midnight and did not receive any -- did not find out what had  
12 happened until I got up, thought the alarm went off and went  
13 downstairs to wake up the crew.

14           But then looked at the clock and it was quarter to 6. And I  
15 know, I know that I had set my alarm for 7 a.m., and so I went  
16 back up and looked at the phone, and then discovered what had  
17 happened, you know, that I'd been getting phone messages all the  
18 time. And I must have received some kind of notification there or  
19 something that woke me up. And but I didn't get any messages  
20 before then because I have got, you know, do not disturb there for  
21 a window during the night.

22           And that's, that's really all I know for sure. The rest of  
23 it's all speculation and just hearsay. So, that's it for me.

24 Q.   Thank you, Mr. Mattsen. I appreciate that. If you can kind  
25 of talk us through your history with the vessel. I know you said

1 you're the 50.2 percent owner, and Gary had a share as well. Who  
2 was the other owner with the 19.8 percent?

3 A. It was John Walsh. He runs an insurance agency in the  
4 Seattle area, and he handles a lot of maritime policies. And he's  
5 kind of an accidental partner. It's kind of a long story, but  
6 John was a partner when I was having financial difficulties going  
7 through my divorce. John offered to be a partner on another  
8 vessel many years ago and helped me out. So we've been partners  
9 ever since.

10 And when the -- in 2008 the former owner of the *Scandies Rose*  
11 was looking to retire. I was just finishing up an MBA at the  
12 University of Washington and was thinking my -- the prospects were  
13 not good for investment banking, as the economy was imploding  
14 there. So I ended up putting together a partnership and buying  
15 the *Scandies Rose*.

16 And over time Gary -- and Gary was part of that partnership,  
17 and John was just by event of his other previous relationship with  
18 me. And several years later, we bought out the other side of the  
19 original partnership and became, between the three of us, the sole  
20 owners of the vessel.

21 So we've had it for 11 years, 11-plus years and, you know, up  
22 until New Year's Eve. And that's it.

23 Q. And affirming here, I have the survey from June 1st, 5th, and  
24 6th of 2019. I saw that you also redid stability around that same  
25 time. Can you just kind of talk us through, you know, what



1 triggered this survey and redoing stability and any major works  
2 that occurred on the vessel during your ownership?

3 A. Well, what triggered the stability was the fact that David  
4 Wilson was pilloried for not having a more recent stability test.  
5 And I just thought it was prudent, to be -- if you're going to be  
6 a tank vessel carrying pots. That whatever the -- whenever my  
7 vessels come down to Seattle, they're going to be inclined, and  
8 getting an updated stability report. Because throughout the  
9 industry there are many stability reports that are 20 years old.  
10 And so, I just thought it was prudent. And we did not do any  
11 major project to the vessel that would have triggered a, you know,  
12 a requirement for any special treatment. It was just, it was just  
13 a measure of being a prudent boat owner.

14 And when my other vessel comes down this year, it's going to  
15 get another -- it's going to get an incline test because its  
16 stability report is 20 years old. And so, that's the reason.

17 And now as far as over time what major projects we've done.  
18 The only thing that would marginally affect stability would be, we  
19 swapped out the portside crane, the main picking crane, but we  
20 actually put a smaller -- excuse me -- not the main picking crane.  
21 The main stacking crane, just on the port side where most crab  
22 boats have their cranes. But we actually put on a smaller crane.  
23 And we had a naval architect calculate the weights of each one and  
24 said we'd actually improved stability rather than decrease  
25 stability.

1 Other than that, the things we've done to the boat, which  
2 we've done many, many things, but they've mainly been cropping out  
3 steel and putting in, you know, new steel. Or we replaced the  
4 auxiliary engines. We rebuilt the main engine. We have swapped  
5 out crab pumps with the same crab pumps but just newer or rebuilt.

6 So the boat is still the same as it was when I bought it, as  
7 far as the profile, except for that port crane.

8 Q. I know you said that you had left Kodiak on the 28th. I  
9 believe the *Scandies Rose* left on the 30th. Did you see the  
10 vessel in port before you left, or did you have any face to face  
11 with any of the crew?

12 A. Well, I saw David, David Cobban and I flew in with Gary. We  
13 actually, he was flying from Juneau and I was flying from Seattle.  
14 And we ended up being on the same plane from Anchorage to Kodiak.  
15 So, I saw Gary there.

16 And we talked on the phone several times. And I walked over  
17 to the boat once to see if Gary was there. Gary wasn't, but David  
18 was fiddling with the lines, and that's, you know, so we just said  
19 hello and talked briefly, and that was it.

20 I didn't even go onto the vessel because they, because they  
21 had a lot of pots on. They had, you know, I'm 54 years old and if  
22 I can avoid climbing up over a stack or whatever, I will do so.  
23 I'm no longer a crab fisherman. But that's it.

24 Q. Good. Can you kind of talk us through the, you know, the  
25 planning of this specific trip, and kind of the process that, you,

1 yourself on your vessel that Gary, or Gary goes through.

2 In other words if, and in addition to that kind of, any  
3 information you have of how the *Scandies Rose* was loaded, you  
4 know, typical paint condition as well as where the boat was going  
5 to fish, and how long, and any other details you might know of  
6 this specific trip?

7 A. Yeah. Well he brought pots, the reason why we came to Kodiak  
8 with pots on board was because of the debacle at the Dutch Harbor  
9 airport. Ravn cancels more flights than they make. And just ever  
10 since they've had that crash out there.

11 So, it was just difficult getting crewed and out, so we made  
12 the call to take the boats to Kodiak. The, let's see, so we  
13 brought pots there, and he also brought some pots that were  
14 rewebbed over the break, after king crab.

15 And I'm not even sure how many pots he did, but he had a  
16 certain number of pots, say 25 or 30 pots that he was carrying  
17 that needed to be rewebbed to make them into good opilio pots.  
18 And so, we did that.

19 And, you know, the stack was loaded the way it would normally  
20 be loaded. And I believe he was, the normal way to travel was  
21 either with the mid tank down or with the mid and the aft tank  
22 down.

23 And I have no knowledge about how the vessel was tanked.  
24 I've been on the vessel when we've been carrying pots and I've, I  
25 have fished on the vessel in years past. But I don't, I don't

1 have any particular knowledge of this trip.

2 And of course, the tanks may not have, you know, if I would  
3 have come up, gone on to the boat at any time during, while it was  
4 in port and the crew was working on mechanical things and rigging  
5 pots.

6 I would, the tanks would not be necessarily pressed the way  
7 they would be for travel anyway. I was out of town and already  
8 underway with the *Amatuli*. Where he was going to head, he was  
9 going to, we were basically going to fish a short trip of cod and  
10 then switch over to opilio immediately.

11 So, his plan was to go and basically do some prospecting for  
12 opilio straight out of Akutan on the, what I would consider to be  
13 the lower opilio grounds, just to see if there were opilio there.  
14 And but he was going to be registered cod.

15 He was going to catch, because he was very confident that  
16 there were enough cod there to make a credible trip. And he was  
17 going to bring in whatever he got, make his cod trip, and then  
18 convert his pots back to opilio.

19 All of the pots that were on the vessel, to my knowledge,  
20 were what we call combo pots, which can switch over from crab to  
21 cod very easily. And if he found crab in that southern area, he  
22 was going to, while he was, while he was fishing for cod for that  
23 short trip, he was going to just convert the gear.

24 Set it out and fish cod, or fish crab, excuse me, as close to  
25 Akutan as possible. All of our, our market is at Trident Seafoods

1 in Akutan, so he was going to try and minimize the fuel, if he  
2 could find crab there. And that was basically the plan.

3 If not, he was going to have to stack on the gear and run up  
4 the hill, and he probably would have run, you know, 30 hours  
5 northwest to more traditional wintertime opilio grounds.

6 And other than that, as far as the strategy goes to the  
7 actual fishing, that's completely up to Gary. Me telling Gary  
8 where to fish would be like a house painter telling Picasso to  
9 paint.

10 I'm, I'm more of a grind it out kind of fisherman. I was  
11 more of a grind it out, kind of numbers game fisherman. Just keep  
12 pulling gear, you'll find the crab, and then, you know, attack it.  
13 Where Gary is really, was really an artist.

14 I mean he was a very, very, very good fisherman and vessel  
15 operator. So, I wouldn't presume to tell him where to fish. So,  
16 but he did tell me what his strategy was going to be and why he  
17 was going to start there, and I said, it sounds good to me.

18 As long as we get a cod delivery in, and which is fairly  
19 important nowadays. And then we go out possibly and know right  
20 where to start the crab fishing. That's it.

21 Q. That's it, you guys. Really appreciate it.

22 A. That's it, okay. Really appreciate it. When's having those  
23 pots being able to convert between cod and crab and just more  
24 detail on the pots themselves. Do you know how many pots the  
25 *Scandies Rose* carrying?

1           Do you know what the weight of those pots was? And then when  
2 you are able to convert like that, does that, does that change the  
3 actual weight of the pots significantly, and if you could put an  
4 estimate on it?

5 Q.   No. Not at all. The pots weighed, I mean, I was out there  
6 in 2018 and fished king crab on the boat to, because I owned some  
7 person, you know, captain shares in the crab fisheries. So, I go  
8 out every few years and will work as mate for Gary on the boat.

9           And I, so we had the pots weighted. They weighed an average  
10 of 833 pounds, which was heavier than the existing, you know, the  
11 old stability report. So, we adjusted our, the pots, the amount  
12 of pots we were going to carry during that king crab to account  
13 for the additional weight.

14          And then when we redid the stability report, we used the new  
15 weight, which had been, you know, the Coast Guard had come out and  
16 weighed the pots in Dutch Harbor. We used that as the, as the  
17 weight to determine, you know, how many pots we could carry.

18          So, and the, no, the conversion does nothing, really. It's  
19 just, there's a flap that stays in the pot, and it either flips up  
20 to be a crab pot or flips down to be a cod pot. It's very simple.  
21 I mean it'd be so much easier if I could just show you a picture.

22          But I haven't got any pictures on my computer, you know, to  
23 demonstrate it. But it's a very simple change over. That's why,  
24 that's why we do it because otherwise, you would have to tease web  
25 and, you know, and physically alter the shape of the tunnel in

1 order to make it a cod pot.

2 And we didn't, and that's just too time consuming. And  
3 that's it.

4 Q. And do you have any idea how many, how many pots the *Scandies*  
5 Rose was carrying for this trip?

6 A. Well I, we have a little discrepancy. The guys all said it  
7 was 198 and I don't know. In my head I had 192 that were brought  
8 to Kodiak. But I don't, I was looking through, well, I mean it's  
9 a new year.

10 I've got a new organizer in front of me. I may have it  
11 written down in my old organizer. But I, so, it's either 192 or  
12 198. I'm not sure, unless Gary, you know, if Gary counted them  
13 then Gary would know. And, but I wouldn't really know.

14 Q. Understood. Yeah. If we can get any kind of documentary  
15 evidence from this trip, I'm not sure exactly what kind of records  
16 you keep or what's available, you know, records that are not on  
17 the vessel, if you could provide those, that would be definitely  
18 fantastic.

19 A. Well if I could, if I could find anything I would, but it  
20 would just be a scribble on an organizer, you know, that, whether  
21 it's 192 or 198, I'm not sure that's, you know, significant. But  
22 I, it is, I mean I'm curious about it too.

23 I want to find out what happened. But I can't, I'm still in  
24 shock that this happened. So, anything I can do to help you guys  
25 figure it out, I'm up for.

1 LT: Understood. Greatly appreciate it. I was able to get  
2 some pictures from Gary's sister of the boat prior to leaving, you  
3 know, a few from, you know, days before the 30th. I mean there's  
4 one picture on the 30th.

5 And it's a bow angle, so it's hard to tell how many. But  
6 with your familiarity with the vessel, I think it would be helpful  
7 to get those over to you and maybe you can give us a little more  
8 information to, you know, how they had the stacked based off of  
9 your experience and knowledge of the vessel.

10 But I figure at this time, you know, you've kind of gone  
11 through and gave us, gave us a brief overview. I'm sure everybody  
12 on the line has additional questions as we get into more detail.  
13 So, if everybody's on board, I'll just go ahead and open it up to  
14 additional questions.

15 And maybe we just go around with that. But I'll kick it over  
16 to you, Bart, if you, if you have some amplifying questions.

17 MR. BARNUM: Yes, I do. Thank you very much.

18 BY MR. BARNUM:

19 Q. Mr. Mattsen, first off, I want to say how sorry we are. I'm  
20 sure you were very close to many of your crew member on the boat  
21 there, and I can imagine you're going through some hard times  
22 right now. So, I'm very sorry.

23 A. Thank you.

24 Q. And thank you, thank you again for helping us trying to  
25 figure out what happened and moving forward here. I just really



1 appreciate it. I have some follow up questions from LT [REDACTED]  
2 I'll probably be bouncing around a little bit. Some follow up  
3 questions from what you had already mentioned.

4 And some that I've already prepared for your interview. So,  
5 forgive me for that. But could you, I know you talked about it,  
6 you said your company is a one-man show. It's going to be you.  
7 Is there any other office personnel, or where is your company  
8 based out of?

9 Q. It's really based out of a P.O. Box. I live in Bremerton,  
10 and my one employee is named Gelia Cooper. And she actually  
11 carries the title of vessel manager and I'm kind of the, you know,  
12 the strategist, like I said before.

13 So, Gelia Cooper and I can give you her contact information  
14 if you desire. But she's my one employee and we just, she lives  
15 in Bremerton also, and, you know, we just keep the boats, you  
16 know, supplied and fueled up and help the captains with crew if  
17 they need it, and help them get out of town.

18 Q. It'd be great if you give her, give us her contact  
19 information. We'd like to talk to her. Thank you.

20 A. Yes.

21 Q. You mentioned other vessels. How many vessels are you  
22 operating, and do you own?

23 A. I'm partners in three vessels and I manage one other one for  
24 Ocean Beauty Seafoods. The boat, the boat that I was running, the  
25 *Amatuli*, is owned by Ocean Beauty and I still manage it. I used

1 to own it and I sold it to Ocean Beauty, and they just kept me on  
2 as the manager and I ran it last summer.

3 And kind of like tendering now and so I'm going to run it  
4 again this summer. And I was bringing the boat out to Dutch  
5 Harbor to do some cod tendering. The other, do you want to the  
6 other vessels' names and particulars?

7 Q. Yeah, that'd be great.

8 A. Yeah. I own 50 percent of the *New Venture*. I own that with  
9 Gary actually. So, I'm not sure who I'll own it with after his  
10 estate is settled. I own, and I own 50 percent of the *Alaska*  
11 *Challenger*, which is, my partner there is Ocean Beauty Seafoods.

12 So I, all of the boats I manage tender for Ocean Beauty.  
13 They tender salmon, so there's kind of, you know, there's a tie-  
14 in, a deep tie-in with Ocean Beauty. And the *Scandies Rose* was  
15 probably the top tender for Ocean Beauty.

16 So, I think that, that might be why they kept me along as  
17 manager of the *Amatuli* is because they wanted to keep the *Scandies*  
18 *Rose* in their stable of tenders.

19 Q. Okay. Understood. Where, in the process of documentation,  
20 where, was this stored in a central location? Did you have it in  
21 your office in Washington or --

22 A. So, I don't, but we can get that to you. So, Gelia's got a  
23 copy of it.

24 Q. Okay.

25 A. All right that down, vessel COD.

1 Q. Well not just the COD but I didn't know if you had any  
2 maintenance records or, you know, original hull profile, pictures  
3 or documentation of, you know, naval architecture drawings or  
4 anything like that from the vessel?

5 A. I don't think I do. Remember we bought the vessel when it  
6 was already 25 or 30 years old. So, I don't think I have anything  
7 like that. I do have, I mean on the survey, if you look at the  
8 back, there's a maintenance record for every significant thing we  
9 did to the vessel.

10 We tried to keep a good record year by year, but as far as  
11 fixing a pump midseason, or a while the boat's up in  
12 Alaska, that doesn't get put on the, you know, on the record there  
13 and that, that's, that would be, I mean, the engine room logbook,  
14 but not, we wouldn't have a record of it down in the office.

15 Q. Okay. Who was the owner prior to when you bought the vessel?

16 A. The owner previously was a man by the name of Leif Larsen,  
17 L-E-I-F, L-A-R-S-E-N. I'm not sure if it's E-N or O-N. Yeah.  
18 His name, when I first met him, his name was Leif Nordbo, N-O-R-D-  
19 B-O. And I don't know why there was a name change. I think it  
20 had to do with his childhood and who raised him and everything  
21 else, and he finally changed his name. But, yeah, he owned the  
22 boat for many years.

23 Q. Okay. Speaking of the captain, Gary, how long had he been on  
24 that vessel?

25 A. He was on the vessel since 2009. And this is, this is from

1 memory. The first, when we bought the vessel, we were already  
2 partners in the *New Venture*, and the *New Venture* was doing very  
3 well with Gary running the boat.

4 So, the first year we had the boat, we had it, we hired a  
5 captain who was very familiar with big boats and Gary continued to  
6 run the smaller boat, the *New Venture* just because we were doing  
7 so well with it. And then *New* -- you know, the profits we'd made  
8 on the *New Venture* were what enabled us to buy the *Scandies Rose*,  
9 so we didn't want to, you know, kill the golden goose, so to  
10 speak. And after the first year, Gary was, had been grooming a  
11 relief captain on the *New Venture*. So he turned to boat over to  
12 him, and he hopped on the *Scandies Rose* and has been there ever  
13 since.

14 Q. Okay. Before the *New*, how long was he on the *New Venture*  
15 for?

16 A. We bought that boat in 2005, right after the crab buy back at  
17 the end of 2005. And he used to run a boat called the *Rebel*, and  
18 the *Rebel* was sold in the buy back. So, the owner just basically  
19 said, thank you for making me \$3-and-a-half million.

20 I'm going to go retire to Fiji. And here, you can have the  
21 pots and some equipment. So, the *New Venture* was a casualty of  
22 the rationalization for the partners who owned it also owned  
23 larger boats, so they just took the quota that the *New Ventured*  
24 had earned and put it on their larger boats.

25 So, it was just sitting down in Newport, Oregon. And Gary

1 and I negotiated a heck of deal on it and bought the boat. So, he  
2 was on there for, from 2005 until we bought the, you know, the  
3 *Scandies* in, or until he took over the *Scandies* in 2009.

4 Q. Okay. How about the other, the other crew members on board?  
5 Were they permanent crew members or relatively new?

6 A. Well the core nucleus had been there for a while. Arthur,  
7 Brock, David. They'd been there for a while. Seth had only been  
8 there one season, and then we had two, the two survivors actually  
9 were new to the vessel.

10 John had worked on the *Western Mariner*. We've got a tie in  
11 with the *Western Mariner*. It's one of my old -- well it's  
12 actually one of Gary's old crew members, too, but the captain of  
13 the *Western Mariner* worked for me for 15 years.

14 And then Dean Gribble Jr., I don't really know Dean at all,  
15 but I know his father very well. His father's a long-time captain  
16 in the crab and long line industry. And I know, I know he's been  
17 working in the industry.

18 So, when Gary was looking and went for another crew member  
19 when Dean Junior's name came up, you know, I didn't have any  
20 objections, so we hired him. So, those guys, the last three are  
21 Seth, John and Dean were relatively new to the vessel.

22 The other guys had been around for quite a while. David had  
23 worked on all the vessels, so, I mean he'd hopped around, when he  
24 was first starting, he was very green. And he worked on the *New*  
25 *Venture*. He worked on the *Amatuli*.

1           And then he finally, when his skill level got up to a level  
2 that Gary was comfortable with, he, Gary brought him on to the  
3 *Scandies* full time.

4 Q.   Okay. Was there any other licensed captains on board the  
5 *Scandies*?

6 A.   No. The only, I have a license. And I ran the, several  
7 times, two or three times, we got Alaska Fish and Game charters  
8 around the Pribilof Islands, pot charters, and we needed a  
9 licensed captain for those.

10           So, I ran the boat on those charters. But I did it because I  
11 had a license. Gary doesn't have a license. Never had one. He's  
12 actually color-blind. So, he's got the skills, but he could never  
13 pass the color-blindness test.

14 Q.   You said you were sound *Amatuli*, the day prior on the way to  
15 Dutch. Did you encounter much icing?

16 A.   Some. Some. It was, it was cold but I, there was a little  
17 weather window. I went down the east side of the island and cut  
18 across straight through the Cermedes (ph.) to the Shumagins. We  
19 built a little bit of ice, but it wasn't, it wasn't bad at all.

20           And as we got near the Shumagins it got crappy, and got  
21 crappy enough and what happened, we knocked all the ice off. So,  
22 then we went, you know, through Deer Pass as making our way west  
23 and had a, had a nice ride until we hit Pavlok Bay and the Cold  
24 Bay, and we iced up again.

25           That's what prompted me to just stop and wait it out at

1 Unimak Bite.

2 Q. Well I appreciate this. I am, I'm new to this aspect of  
3 fishing and this industry and I'm just, this is good filling me in  
4 on this information. But what is your normal procedure for  
5 deicing? Do you, do you seek shelter?

6 Do you find a, you know, a lee in an island somewhere? What  
7 do you normally do to remove it?

8 A. It really depends on, you know, what the level is, but I  
9 mean, I wouldn't hesitate to hide if I was, if I was building a  
10 lot of ice, you know, find a lee and drop the pick and just pound  
11 it off. We have, we have mallets, big.

12 You don't use sledgehammers generally because it chips the  
13 paint too easily. But you've got big, big heavy mallets that  
14 knock it off. And we didn't, we didn't have to do any of that  
15 until we got to Dutch Harbor though.

16 So, it just, it was rough enough there that when we got down  
17 to Unimak Pass it actually warmed up a bit and as we were trying  
18 to make our way, I initially was going to go through the pass and  
19 then we were bouncing around so much, that the ice was knocked  
20 off.

21 It wasn't a heavy accumulation, and it wasn't the bitter cold  
22 that, I'm sure Gary encountered. It was more like, yeah, it was  
23 icing, so we were catching freezing spray, but it wasn't the heavy  
24 freezing spray.

25 So, it just naturally came off. We just had a very light bit

1 of ice when we went, when we took off the next morning and went on  
2 the southern route. We went down below Akun and Akutan Islands,  
3 through Abaitanik Strait, and then went up on Baby Pass to make  
4 our way to Dutch Harbor.

5 And we built ice there, but we had such a short run, I wasn't  
6 worried about it. You know, running a tender with no weight, no  
7 significant weight above the waterline, is a lot different than  
8 running a crab boat with 150 to 200 pots on board.

9 So, I didn't have the same concerns that say, Gary would or  
10 somebody's who carrying pots.

11 Q. Sure. Well thank you. How does one determine the amount of  
12 ice that's building up, other than, is it just going out on deck  
13 and observing it, or is there, is your vessel reacting in  
14 different ways? How is that usually determined?

15 A. Well I owned a boat called, named *Chama* (ph.), 110-foot  
16 Martin Nullage (ph.), a house-forward boat, and it was very  
17 sensitive to ice wake. And what I would do is, in my head, I  
18 would always be counting the roll period, you know.

19 So, if the boat rolled in seven -- it just had a natural 7-  
20 second kind of back and forward, and back and forward. And then,  
21 all of a sudden, you're getting an 8-second or a 9-second roll,  
22 it's indicative that you've got ice build up. You've got more  
23 weight above the waterline and you've got a left or righting  
24 angles. So, I was very sensitive to that with my boat. And then  
25 it was mainly a roll period. But of course, observation is just



1 as good.

2 I mean if you can see 6 inches of ice around your rails, you  
3 know you've got 6 inches of ice around there. And just know the  
4 roll period is really the behavior that the ice would cause.

5 Q. From your experience is most of the ice building up on the  
6 rail or is it, is it building up on the gear, the traps, the crap  
7 pots on deck?

8 A. Well that depends on the boat. The *Scandies* has very high  
9 rails. And you stack your first, your upright level of the pots  
10 come, you put those on edge, so they're standing upright. And the  
11 *Scandies* has rails that completely go up that high. Right?

12 They're 8 foot high. And so, that first layer, and part of  
13 the reason they do that is just to keep the ice from building  
14 because on a boat that's more low-waisted, like say most of the  
15 house-forward boats.

16 Like Shaman had a distinct sheer to it, and it would, at the  
17 lowest part there, before the deck would start to curve up, you  
18 would, those pots would build ice pretty rapidly. And so, you'd  
19 see it on your rails.

20 But the pots, with their, you know, having web can really  
21 build a lot of ice and a lot of weight. You know, because the  
22 water goes through the web, you know, and so you're building just  
23 a pile of ice on the deck, which is affecting how quickly any  
24 large amounts of water ingress would clear.

25 But then it starts to close off the web, so you just get a

1 wall of ice there. And I'm not sure if that was happening with  
2 the *Scandies*, you know, but that means there was pretty  
3 significant icing rail, rail up because the *Scandies* also has, had  
4 tremendous free board.

5 The boat that I'm, the boat that I'm more familiar with had  
6 very, you know, little free board in comparison.

7 Q. Sure. Yeah. That was another I had, and you just answered  
8 it with regard to the lower row of pots being stacked on the end,  
9 on edge. That's for, that's to get them off the deck, to keep  
10 them out of the ice. Is that correct?

11 A. Well no. It's just a, it's a, it's easier to set the gear.  
12 I mean I've been on boats that actually set all their pots, you  
13 know, flat. But that's kind of a pain in the ass for the crew  
14 because you have to constantly be climbing.

15 If you stack them on edge, you can stack more on that first  
16 level. And once you're actually finishing, you're not generally  
17 stacking on top, unless you're doing a major, or a significant  
18 move. Not only a major move but anything significant.

19 If you're moving 40 or 50 miles, you might stack them on top.  
20 If you're just moving 10 or 15 miles, you probably just could  
21 stack an upright load, whatever your deck would carry and, which  
22 on the *Scandies* is about, you know, 60 pots or so.

23 We could stack upright because then you can set off a couple  
24 of strings very straightforwardly and the crew doesn't have to  
25 climb. And I really think that's the reason why almost all boats

1 adopt a first level, upright and the pots on top flat.

2 Q. Understood. Thank you. I'm looking at the stability report  
3 that was recently done, and it indicates showing, if I'm looking  
4 at it correctly, that those, that first row of pots is stood up  
5 like that. So, it was completed with that orientation. Correct?

6 A. Yes. Yeah, and that, then they block deck, the aft deck, how  
7 we stack, you know, just so we'd be clear on that.

8 Q. You've mentioned you had a naval architectural review of your  
9 stability when you installed the smaller port crane. Do you  
10 remember who the naval architect, the naval arch was?

11 A. The naval architect was Bezly Olufsen (ph.).

12 Q. You wouldn't happen to have his contact info, would you?

13 A. I'm sure I do. I'll get, I'll get that too for you, along  
14 with Gelia's so, at the end of this, if you can give me your  
15 contact information, I will send this along. Okay?

16 Q. Sure thing. Yeah, thank you. Kind of backing up a little  
17 bit, how did you get into the industry? I know you mentioned you  
18 were at the university, but prior to that I assume you were in the  
19 fishing industry.

20 A. I, yeah, I, out of high school a group of us friends in 1974  
21 went up to Dutch Harbor to process crab. And it was just kind of,  
22 you know, bunch of 19-year-olds who had nothing better to do. And  
23 then I went back.

24 And went to college and did a year of law school actually,  
25 and realized if I continued on that path, I'd probably end up

1 being a lawyer. And my father's an attorney, and I didn't want to  
2 do that.

3 So, I grabbed one of my friends, who had gone up with me  
4 originally, was a dock boss up at one of the canneries, and I got  
5 hired by him and just one thing led to another. I ended up being  
6 put onto a boat and low and behold, I actually kind of took to it.

7 And after a year of processing became a deckhand, and after  
8 another year of deck work, maybe a year-and-a-half, I became a,  
9 got my first mate's license. And then a couple of years after  
10 that, I got my master's license.

11 And, you know, we just find out what works for you, and I  
12 took to fishing.

13 Q. You had mentioned that Gary Cobban, he did not have a  
14 license. Is that correct?

15 A. He did not have a license. He did not have a license, but  
16 Gary has been fishing for 45 years. He started out as a teenager  
17 fishing for his father and then fishing on other boats. And  
18 Gary's probably the most experienced captain I've ever been  
19 around.

20 I mean there's maybe a half dozen people who've got his level  
21 of experience and his level of competence, but there's not many.

22 Q. How did, how would he usually run his watch schedule or his  
23 navigation watch? Would he, would he stay at the helm or would he  
24 hand it off to a senior deckhand?

25 A. You know, I don't, I don't really know. The only times I've

1 been on the boat, one of the reasons why I would go on the boat  
2 for king crabs is that I, Gary and I would take all the watches  
3 just to give the crew more rest.

4 So, if Gary wasn't on the helm, I was on the helm. We never  
5 had to worry about that. So, I've never, I mean if I would have  
6 been on the boat, it would have been just Gary and I on the, on  
7 the helm.

8 But since I, you know, since I wasn't there, I have really no  
9 idea how he does it, or how he did it.

10 Q. Speaking with the two survivors, during this trip, they were  
11 running, Gary was taking a 6-hour watch and the six other crew  
12 members were doing a one-hour watch each.

13 A. Yeah, that sounds about right. And I'll just, Gary's not a  
14 sleeper. I mean he's not a sleeper generally. At least when he's  
15 fishing, you know, I'd get on the helm and run the, run the boat,  
16 pull a string of pots, and then Gary would pop his head out and  
17 go, how we doing?

18 You know, and then he'd, he'd say, well, I'll take over  
19 again, you know, so it's just, he's not much of a sleeper. But  
20 and obviously I don't know how he, how he does it when I'm not  
21 there.

22 MR. BARNUM: Right. Okay. Well I think that's all for me  
23 right now. I will have a couple follow ups once we go around  
24 again, but I'm going to pass it on to my college, Mike Karr. But  
25 thank you, sir, very much.

1 MR. MATTSSEN: You're welcome, more than welcome.

2 MR. KARR: Hi, this is Mike Karr. So, I've got some  
3 questions and I'll go down my list.

4 BY MR. KARR:

5 Q. What was the, what would you, how would you describe the  
6 positions that were on board the boat. Gary was the captain. Did  
7 anybody have any specific job, did anybody have any specific job  
8 descriptions?

9 A. Yes. Art Ganacias would be the, would be the engineer, and  
10 also a deckhand. But he would be the one taking charge of the  
11 engine room. Brock Rainey would be the deck boss and would make  
12 sure that the gear was ready to go and, you know, would muster the  
13 crew when it was time to work on deck.

14 And the others would just be classified as deckhands, and I'm  
15 not sure what the share arrangement was. David would be a full  
16 share deckhand, but I'm not sure about the other fellas.

17 Q. And would you know about, can you, can you tell us about  
18 Art's background? How long he's been with the *Scandies*?

19 A. Well I know he's, I know he's fished a lot. He started with  
20 us in 2017 for salmon season. He was being offered a boat to run  
21 for tendering, and we offered him about the same pay to be our  
22 engineer.

23 You know, before that, I don't really know what his  
24 experience is. I know he's, he was well experienced because I,  
25 when I was up there in 2008, I ended up working on deck with the

1 crew and Art was, you know, one of the deckhands I worked with.  
2 But he was very, very skilled.

3 Q. All right. And how about Brock?

4 A. Brock's kind of a wild man, a former marine, Desert Storm  
5 kind of guy. You know, motorcyclist. He's been with us for 4½  
6 years or so on the *Scandies*. But he was on the *New Venture* before  
7 that for Gary.

8 And yeah, just an all around, I wouldn't call him, you know,  
9 I'm not going to pat myself on the back, but when I was a deckhand  
10 many years ago, I was a very good deckhand. I would call Brock a  
11 solid deckhand.

12 You know, he's solid skills, but not, I wouldn't call him a  
13 great deckhand. But I'd say he definitely has solid skills. He's  
14 definitely a full share, a full share guy. But, you know, just,  
15 it's just my analysis there, which really doesn't account to a  
16 hill beans there, but, you know, Brock's a good guy.

17 David and, and David really has been coming along. When he  
18 first started, you know, he was basically the captain's kid. So,  
19 he didn't have any skills. But he's, he can run the crane. He  
20 can work the block.

21 He's a good, a good deckhand now, you know. It's a shame  
22 because he's young and could have been, could have become a great  
23 deckhand.

24 Q. When the boat was in the shipyard, who served as the port  
25 engineer to make sure everything got done?

1 A. Well actually that was me. And there's a story behind that.  
2 My port engineer died of cancer this spring. And so, I was up on  
3 the boat during the entire haul-out and made sure that we got our  
4 project list done.

5 I was working right along side Art, and then we had a, we had  
6 a welder who did all the welding, the small welding projects on  
7 the boat. And the three of us just worked away at it and then  
8 Gary came down. And he basically took over making sure that the  
9 boat was -- well actually, Gary didn't come down this year. No.  
10 No, actually, then I bought in Peter Wilson, who is the captain of  
11 the *New Venture*.

12 And the reason why is, Gary was actually running the New  
13 Ventura last spring, so Peter came up and Peter's a former  
14 engineer on the *Scandies Rose*, who is now the captain of the *New*  
15 *Venture*. And then it was Peter, myself, Art and, and then a crew  
16 of laborers who got the work done.

17 Q. What was the biggest issue of concern for you all when a boat  
18 was in the shipyard?

19 A. Well we, the biggest area of concern, well we had, we painted  
20 tanks, which was, the tanks were in pretty rough shape as far as,  
21 as far as paint. You know, they had integrity, but they just  
22 looked awful.

23 And when you're tendering salmon, they really want your tanks  
24 to not look like shit, with rust all over the place. So, we sand  
25 blasted the tanks and then painted them, which was about, you



1 know, \$80,000, \$90,000 project all done.

2 And the other thing we did, we closed off one of the shit  
3 chutes, and the rebuilt the shit chute up near the launder. And  
4 that's actually the repair that we redid in December in Kodiak.  
5 We rebuilt the forward shit chute.

6 But those were the main projects. And then there's just,  
7 there are just, whenever a boat goes in the shipyard, there are  
8 hundreds of small things that need to be done.

9 Q. Would you spell that chute, the name of that chute for me?

10 A. S-H-I-T.

11 Q. Okay. Thanks, I wasn't sure if it was like hearing or what.

12 A. That's just what we call it. I mean you can call it discard  
13 chute, you know, to be a little bit, you know, more gentle here,  
14 but so.

15 Q. So, do you, after you left the shipyard, how much sailing did  
16 the vessel do?

17 A. Oh, a lot. It ran up to Dutch, or to Kodiak, and then it  
18 went to Bristol Bay and worked up there for a month or so. And  
19 then came back and tendered around Kodiak for probably 50 days  
20 more. And then it tied up for a brief period, and then did king  
21 crab.

22 Q. All right. And that's probably it. Oh, quickly, tell me  
23 about the season dates. So, when did the cod season begin and  
24 end, and when did the opilio season start and end?

25 A. Well cod started January 1st, but opilio has been open since

1 October 15th. It's just by convention that people don't fish it  
2 until after the first of the year. And it's just because with the  
3 seasons, I mean when I, when I was done with captain, we fished  
4 100 million-pound seasons often and up to 300 million-pound  
5 seasons.

6 And so, you had to start early in order to get that done.  
7 But there were also, you know, many more boats fishing. But now  
8 they open it October 15th, but with only 30 million, 40 million  
9 pounds, it's, there's problem and nobody wants to be fishing over  
10 Christmas. So, generally people start after the first of the  
11 year.

12 Q. And when does the cod season end?

13 A. Cod season ends when it's, well, it ends when it's, that's,  
14 that's managed under a guideline harvest level or a --

15 Q. Got you.

16 A. -- total pack. There's not a, you know, so as soon as that,  
17 the managers feel that, that has been reached, they close the  
18 season down.

19 Q. All right. What cooperative does the, did the vessel belong  
20 to for the opilio crab?

21 A. Krabbe Cooperative, K-R-A-B-B-E.

22 Q. Spell that, okay. We got it. Okay. We got it on the  
23 record. Was there, and where would you unload the opilio crab?

24 A. All of it would have been with Trident Akutan.

25 Q. And was there any, is there any issue with that, when they

1 would close? Were they going to close early before the cod season  
2 ended, or before the opilio season ended?

3 A. No. No, not Akutan. They do up, they do up in St. Paul.  
4 They'll close after most people have delivered their northern  
5 shared. We don't have any northern shares, so, and we fish a lot  
6 of catch or processor shares, which you can deliver as just a  
7 catcher boat.

8 But they don't have any geographical restrictions. So, you  
9 can deliver them anywhere. And on those catcher/processor shares,  
10 we have a profit share where we, as you can imagine, the  
11 processing costs are less in Akutan than they are in St. Paul.

12 So, our preference is always to fish low if we can, you know,  
13 just to be close to Akutan.

14 Q. Were you two going to, were you two going to fish together?

15 A. I wasn't fishing.

16 Q. Were you, were you going to meet up?

17 A. I wasn't fishing. I was --

18 Q. How much run did you --

19 A. I was going to tender, you know, so a tender just takes the  
20 fish. Now I was tendering for Westward and Alyeska. And Gary was  
21 going to deliver whatever cod trip he had, he was going to deliver  
22 to me.

23 But that was mainly just so that he could, just to get over  
24 and get fishing crab, you know, that, but that's just the way it  
25 was. You know, it, we were going to deliver our cod there because

1 we store a lot of pots as Westward Seafoods, even though we don't  
2 normally fish there.

3 But we do, within our cooperative, we kind of swap quota  
4 around so that the other vessels in our cooperative deliver to  
5 Westward, and we deliver all of the Trident Crab.

6 Q. Right. Was there any, do you know if there was any kind of  
7 deadline or date that the captain would have been trying to keep?

8 A. No. No. Not at all because you can deliver, Akutan will  
9 take that crab until May, you know, and realistically, we could  
10 fish until May. We don't start our salmon charter until the  
11 middle of June.

12 So, we were, we were counting on being done. We only have  
13 600,000 pounds to catch, so we were just about assured that we  
14 would be done by the end of February.

15 Q. All right.

16 A. And that's, that's, that's actually with poor fishing.

17 Q. Right.

18 A. And Gary has filled up that boat in 8 to 10 days before.

19 Q. Yeah. Here's a question for you. I'm curious about the  
20 date. You know, the cod season starts January 1st, and it looks  
21 like he, the vessel was going to be fishing for cod like on  
22 January 1st.

23 So, is there any significance of, or the importance of being  
24 there on that first day?

25 A. Not really. Especially not for us because we don't view cod

1 as a, it's not really a viable fishery for us. We, you know, we  
2 do it to just kind of keep our participation level, you know,  
3 there's talk of rationalizing cod, too.

4 So, since you, since they're talking about it, you almost  
5 have to participate. But we just decided that we would, you know,  
6 adopt that strategy, go out and prospect for crab, but where we  
7 know there's going to be a lot of cod and bring in a trip, get our  
8 delivery.

9 You know, if you delivered 30,000 or 40,000 pounds, that's  
10 about much bait you would use, cod bait while he was crab fishing.  
11 And get the crew warmed up and just kind of see if there are crab  
12 down south. And if there not, then he has to stack up and make  
13 the little run, go up west of the, west of the Probs (ph.).

14 Q. All right. How long had the vessel been tied up before it  
15 left on this trip?

16 A. Oh, let me see. This it not exact but the season for king  
17 crab starts October 15th also. I mean that's when they start to  
18 rationalized fisheries. So, king crab opened October 15th. He  
19 was out fishing.

20 I think he was probably, he was certainly done by the end of  
21 October, you know, and in Kodiak. But I don't, I don't know  
22 specifically. I'd have to check with Gelia to see, you know, when  
23 we, when we got our slip there to tie up. But the actual fishing  
24 only took a week or so.

25 Q. And then when would the crew report back to the ship?

1 A. Right after Christmas. I think it was December 26 or 27. It  
2 might have been the 27th because I got there on the 26th with my  
3 crew and I don't think the *Scandies* was there yet, the *Scandies*  
4 crew was there yet.

5 Q. All right. What can you tell us about any procedures that  
6 the vessel had? You know, on the commercial sector they talk  
7 about ships having a safety management system, you know, which  
8 lays out how you do everything on board.

9 So, did the fishing vessel having any guidelines that the  
10 captain gave it, or you gave them for how to, you know, run the  
11 vessel?

12 A. Not, not formally. No, it's just, in the crab industry, it's  
13 pretty much, the captain, you know, gets the crew on board and  
14 runs them through drills, shows them how we do things specifically  
15 on this boat.

16 But it's not a formal, you know, laid out, you'll do this,  
17 you know, A, then do that, B, and then, you know, go to C. Here  
18 it's more just running through the drills and making sure that the  
19 crew is comfortable with their duties.

20 Q. All right. And based on that descriptions, what can you tell  
21 us about what the, the unwritten procedure was with regard to  
22 icing, you know, with the acute, let me put it this way, with  
23 regard to monitoring the accumulation of ice.

24 A. I wouldn't think there'd be any formal guidelines. I would  
25 think that, that should be written in watch instructions of like,

1 when I, when I turn over the watch, I write down the times for  
2 each specific person.

3 And the, what I want them to look out for. Like say for  
4 example, we're going to go through Unimak Pass, it's, I'll make  
5 sure I have somebody who can pay attention to the radar and knows,  
6 they know how to navigate.

7 And when we're going to get a close quarter situation with  
8 those, with the ships which are moving much faster there. If  
9 there was icing, I would be saying, you know, watch for icing.  
10 And that would be the instruction.

11 And, but it wouldn't be, I mean I might put down, if we get  
12 more than 2 inches, wake me up immediately, you know. But I think  
13 that would be the call of the captain, to be honest. I don't  
14 know, there's no formal, you know, we need to, if we have 2½  
15 inches of ice, we've got to do this. Or if we have one inch, we  
16 have to do that.

17 Q. All right. Referring to the stacking the lower level of pots  
18 on end, did that include creating a tunnel so the crew could move  
19 back and forth?

20 A. No. Not on the *Scandies*. The pots fit very tightly if you  
21 do not have a tunnel, so you, so if you're going to put on a big  
22 stack, you won't have a tunnel, and the crew has to climb over the  
23 stack to get to the behind.

24 Q. Would the, would that stack cover all the hatch openings?

25 A. Yes. On the -- up until, up until the number one hatch, it

1 would. The number one hatch is usually left open because, I mean  
2 if Gary was, according to the survivors, the vessel was tanked  
3 with the number 2 and number 3.

4 So, you wouldn't have any need to look at those hatches,  
5 because you'd see them, see the water shooting out the overboard  
6 by hanging your head out the wheelhouse window. Or you'd have a  
7 flow alarm go off on the crab pots that would indicate that a pump  
8 wasn't pumping water.

9 The only tank that you might ever need to check would be the  
10 number 1 tank, which was kept dry.

11 Q. And did you, did you say it was kept open when he sailed?

12 A. No, no, no. Not kept open, but it would, it would be  
13 accessible.

14 Q. Oh, okay.

15 A. You'd have, you'd have a flush hatch on it. It would be  
16 accessible, but not, not open.

17 Q. Where was the, did this vessel have a lazarette, or an after  
18 compartment where things might be stored?

19 A. No. You go down from the galley, there's a door, it goes  
20 down to the, what we call the electrical room where the main  
21 ship's panel is. If you look aft, you've got the steering gear  
22 right there and the air compressors, and the air tank.

23 Along each side there's a day tank on one side, and a sewage  
24 tank on the other, which, you know, are obviously closed off. And  
25 then there's a companion way where you would, you'd turn around,



1 walk forward into the engine room.

2 Q. Were there any other compartments forward of the house where  
3 gear would be stored?

4 A. No, not forward of the house, but the way the boat was built,  
5 this boat had a fire back before Lake bought it. And so, it's got  
6 a new house on it, a newer house than the hull. There are like  
7 little ante rooms on each port and starboard where guys can hang  
8 up coats, put their, you know, put their boots or whatever.

9 There's a heater in there on the starboard one. On the  
10 portside there's a fuel manifold for delivering fuel to fishing  
11 boats when you're tendering. The primary storage area on this  
12 boat is up forward, called lower forepeak.

13 So, you've got the forepeak where you walk in, and you've got  
14 a workbench, a dryer, welder, you know, the gases. And then on  
15 the portside of the forepeak, upper forepeak, you've got the bait  
16 freezer.

17 And then there's a manhole, which goes down and the ladder  
18 that goes down to lower forepeak, which is very large, and there  
19 are chain locker and a large storage area for fishing gear and  
20 whatnot, whatever you want to store.

21 Q. And I'm almost done asking the questions. Do you have  
22 training records of what courses the crew members went to that we  
23 can obtain?

24 A. No. No. Really, it's just the captain. The captain has  
25 had, you know, is a drill instructor and he may have had courses.

1 I know he went to navigation school when he was younger, because  
2 he thought he needed to get a license and just failed on the,  
3 failed on the eye test.

4 So, he never got his license. But other than doing basic  
5 safety training, and that would mainly for the young people who  
6 were trying to get licenses. So, I don't even know if any of them  
7 have got it because the four main crew members were all, they were  
8 pretty much deckhands and they were going to stay as deckhands.

9 The only one we had hopes for was David, if he was going to  
10 graduate to be mate or a captain.

11 Q. Were there any electronic logs of, was there any logbook  
12 kept, and if there was a logbook kept, did any of that information  
13 make it ashore?

14 A. No. Not that I know of. I mean it would, it would have had  
15 to been with the two guys. It's not, it's not sent out  
16 electronically that, you know, here's where we are or anything.  
17 You can, I mean I checked their track today on the, you know, the  
18 vessel monitoring system and that's about as sophisticated as we  
19 get.

20 We can see where the boat is and whether it's working or not  
21 just by looking at its speed. But --

22 Q. Okay. Well I was, is there any, I was looking to see if you  
23 might have listed when they, when he conducted training and ran  
24 drills with his crew members.

25 A. That I don't know. I don't. We'd have to talk to Gelia

1 about that and see if he sends down, sends down his drill sheet.  
2 And I'm not sure about that. So, I will give you Gelia's number  
3 or Gelia's contact information after this and you can ask that  
4 question to her. Okay?

5 MR. KARR: Okay. I'll tell you what, I will stop asking  
6 questions now and come back on the second round.

7 MR. MATTSSEN: All right.

8 MR. KARR: Thank you.

9 MR. MATTSSEN: You're welcome. Thank you.

10 MR. SUFFERN: Hi, this is Paul Suffern from the NTSB and I  
11 believe I'm next here. And I appreciate your time again today.  
12 I'm, my background is meteorology, so I'll be asking questions  
13 more along the lines of the weather and expectations therein.

14 BY MR. SUFFERN:

15 Q. As far as what you'd expect Gary or yourself before  
16 departure, what would you gather as far as weather information?

17 A. Well, that's completely depends upon the captain. I mean,  
18 Gary lived in Kodiak most of his whole life, so he would probably  
19 just call up the weather bureau there. There is VHF weather, I  
20 think.

21 You know, I've got a program on satellite imagery, so I was  
22 looking at that through Fleet One, looking at the, tried to see  
23 what the wind direction and temperature was because that's what I  
24 was mainly concerned with.

25 You know, I mean cold weather and a stiff wind means that

1 icing is a potential problem. So, I'm sure Gary was looking at  
2 the same thing. Of course, all of us crab fishermen, or retired  
3 crab fishermen are aware of heavy freezing spray and scared of it.

4 The ones who aren't scared of it are no longer with us. And  
5 I know that Gary was aware of icing.

6 Q. Okay. So, I mean had you discussed, just not on this trip on  
7 just about weather before with Gary of any sources that he liked  
8 to use as far as weather, or did he use, like to use Fleet One, or  
9 did he use, like to use a map on his phone like Windy or did you,  
10 have you had any discussions with that?

11 A. Yeah. Well he would show me Windy app all the time, but I  
12 mean most of the time we'd, I mean we used to all tune into 4125  
13 and listen to Peggy Dice (ph.), you know, so we always got the  
14 weather morning and evening.

15 Now it's mainly satellite. I use Fleet One. That's where I,  
16 you know, look at it. But he doesn't have Fleet One, I don't  
17 believe. But he's got a side band. He's got VHF and he's lived  
18 in Kodiak his whole life, so I'm sure that he would just be  
19 looking at the usual sources for weather.

20 But I really, like I said, I'd be a house painter telling  
21 Picasso how to paint. Gary was very safe and had a good safety  
22 record, so I, you know, I can't say what he, what sources he used.

23 Q. Okay. And to your knowledge, had this vessel been in  
24 freezing spray conditions such as this before, whether it was in  
25 the Bering Sea or on the south side of the ocean?

1 A. Yes. Definitely. Because I do talk with Gary occasionally,  
2 you know, just get status updates or either send a message and get  
3 a status update during a trip just so I can coordinate, you know,  
4 food or crew or whatever coming into meeting him when he delivers.

5 And he's been many, many, many instances of freezing spray in  
6 the Bering Sea. I don't know about Gulf of Alaska. We don't fish  
7 in the Gulf of Alaska. It's always just a, it was just a transit.  
8 But many times, in the Bering Sea during the winter, you're in a  
9 freezing spray situation.

10 Q. Okay. And as far as conditions such as, such as you saw  
11 around that timeframe, how often would they occur over a fishing  
12 seasons say from, or specifically as it relates to freezing spray,  
13 so say from when you're out fishing from any time in December to  
14 March, how often would these types of conditions occur?

15 A. Oh boy. You know, it's very cyclical. Sometimes you get a  
16 warm winter, sometimes you get a cold one. It seems like we've  
17 got a cold one coming, you know, this year. But it's, it is often  
18 the case that you'll be fishing for 3 solid weeks in heavy  
19 freezing spray.

20 And then you'll get a break for a week and then it'll come  
21 right back, and you know, you'll have, you know, then storms just  
22 kind of wash through. And the wintertime in the Bering Sea is no  
23 fun.

24 So, it's very harsh weather and sometimes you'll be in  
25 freezing spray maybe, you know, 15 storms during a long season, 15

1 big storms. That's just discounting the normal storms where  
2 you're not really making ice, but it's still, it's still pretty  
3 cold.

4 Q. Okay. Thanks. And as far as, I'm not familiar with Fleet  
5 One necessarily but do they provide you, as far as weather  
6 information and forecast, do they provide you warnings as far as  
7 when heavy freezing spray is going to come or storm warnings, or  
8 gale warnings, something similar that you may hear over the VHF or  
9 from the national weather service?

10 A. No. It's more of a graphical, at least as far as my program,  
11 what, it's more of a graphical thing. You, it's got, if you look  
12 at wind, it's got color coding for, you know, the darker red it  
13 gets, the stronger the wind is.

14 It'll have the wings on there, you know, showing you what,  
15 you know, whether it's blowing 30 or 40 or 25, and the wings and  
16 arrows. Oh, and then if you flip it to temperature, it'll show  
17 you what temperatures are expected, the same thing, kind of color  
18 coded, you know, the deeper blue it gets the colder it is.

19 You know, so but it's not a, it's not a point forecast like  
20 you'd get otherwise, you know, on the VHF. But you don't have VHF  
21 much. You get down south of Kodiak, you know, you've got Kodiak,  
22 then you've got Sector Anchorage you hear for a while, and that's  
23 pretty powerful.

24 Then you get out to Sand Point, you get it again. So, you  
25 know, you, it's not universal coverage but I have no doubt that

1 Gary knew he was going into heavy freezing spray. The only  
2 question I have is when he looked at what the forecast was how he  
3 determined that he, that he would have a window to travel.

4 And I have no knowledge of that. Like I said, I left before  
5 he did, and I just trusted that he would use his judgement and  
6 pick the right weather window.

7 Q. So, on your, after you've departed, if you're sailing out of  
8 Kodiak and headed down to Sand Point and then Dutch beyond that,  
9 what are locations that you could shelter behind, you know,  
10 between Kodiak and Sand Point?

11 A. Oh, hold on. I'm getting a call here. There are literally  
12 hundreds of places from Kodiak to, in a northwest wind, you're  
13 going down the, you're running southwest down the Alaska  
14 Peninsula.

15 You've got bays every, you know, couple miles. You know,  
16 there's a bay or an indent or a bite where you could drop the  
17 pick. It's, and since he went out Shelikof and went down the left  
18 side of the island, you know, he would have had to cross over to  
19 the mainland.

20 And then he would have had any number of places to hide. It  
21 gets more dicey if you, like when I did it, I ran down the  
22 eastside, which meant I had a long reach, you know, from the  
23 Sitkinak and Tugidak there to, you know.

24 And I just cut straight across the Cermedes and headed  
25 towards the Shumagins. And that was risky. But I had determined

1 that I had enough of a window to get there before it got so bitter  
2 cold. And I was fine.

3 I was fine getting over to the Shumagins. But I had the long  
4 reach going there. If I would have been more concerned about the  
5 fetch of the sea, you know, causing a lot of heavy freezing spray,  
6 I would have gone through Whale Passage.

7 And then run down Shelikof, which is, Shelikof can be brutal.  
8 But I would have then had plenty of places to pull in and anchor  
9 up.

10 Q. This in your experience during one of the, can you recall a  
11 scenario from which you departed Kodiak and headed southwest and  
12 had a, had a good northwest wind and had to shelter like that?  
13 Could you, could you tell me about one of those experiences?

14 A. I'm actually not a Kodiak guy. Almost all of my fishing was  
15 done out of Dutch Harbor and Akutan. And I've only, until I,  
16 until I started working with Ocean Beauty, I'd really only been in  
17 Kodiak a couple times in my career.

18 So, I just, I would straight from Dutch or Akutan and head to  
19 the J Buoy, and, you know, got to shipyard down in Seattle, and  
20 then head back out the same way. So, I'm not a, I'm not the right  
21 guy to ask for that.

22 But if you just look at this trip that I did now, you know, I  
23 mean I made it to Unimak Bite and then ducked in for 6 hours and  
24 got sleep and made sure the crew was all rested. But that's, I'm  
25 really not, I've never had to really make that trip on a regular



1 basis.

2 MR. SUFFERN: Okay. Thanks for your time. I really  
3 appreciate it. That's all of the questions I have for right now.

4 MR. MATTSSEN: You're welcome.

5 LT [REDACTED] LT [REDACTED] did you have any questions?

6 LT [REDACTED] Sure. I have just a couple of questions. Good  
7 morning, Mr. Mattsen. This is LT [REDACTED] investigator at Sector  
8 Anchorage.

9 BY LT [REDACTED]

10 Q. How are you this morning?

11 A. I could be better. I could be better to be honest, but I'm  
12 more than happy to try and figure out what happened here.

13 Q. Yes, sir. Terribly unfortunate event for sure. I just, just  
14 a couple of questions in regard to your most, your most previous  
15 dry dock, if you could just refresh my memory. Where was the most  
16 previous dry dock for the vessel?

17 A. It was at Lovric's Shipyard in Anacortes, Washington.

18 Q. In Anacortes, okay. And could you spell that name again of  
19 the shipyard?

20 A. L-O-V-R-I-K apostrophe S [sic]. And it's got some other  
21 word, Lovric's Seaworld, or Lovric's, I don't, I don't know what  
22 it is, but if you just Lovric's in Anacortes, you would find the  
23 place. And it wasn't actually a dry dock.

24 It was a marine weighs. We pulled the boat, you know, on a  
25 cradle out of the water.

1 Q. Okay. Okay. And you, in your experience, you know,  
2 typically there's a worklist item or there's a list of wishes or  
3 wants or things that you plan on doing in the future for the  
4 vessel.

5 Do you have any worklist items for the *Scandies Rose* did you  
6 have any like big ticket items that you planned on doing in the  
7 future, any modifications or, you know, steel wastage or anything?  
8 Were there any big crop and renews or anything you knew was on the  
9 horizon?

10 A. No. We didn't have any crop and renews that were on the  
11 horizon. We were going to, the main projects we had looking  
12 forward were upgrading the refrigeration. We're still running R22  
13 and that's outdated and very expensive now, so we were planning on  
14 a conversion to 507.

15 And that also, once we got into it, it's not a drop in, so it  
16 was going to require some replacing, we could keep the chillers  
17 but we had to replace the condensers and the, you know, receiver  
18 and, we needed a little but room than we, than we had so it was  
19 shunted back.

20 But that doesn't have anything to do with the mechanic or  
21 with the integrity of the hull. That was just efficiency. And we  
22 were going to move the starboard crane. Our tender, we have a  
23 crane that we put on for tendering and ever since I picked out the  
24 spot to put it.

25 Gary has groused about it and wanted it about 6 feet farther

1 forward of the pedestal. So, that was a plan to do this next time  
2 the boat went down. But as far as, as far as the fishing  
3 operation, we've got everything the way we wanted it to be.

4 You know, everything is what we thought would make the best  
5 use of the space. You're never, you're never perfect on an older  
6 boat that you buy, because you're dealing with the physical  
7 parameters that you didn't get to choose.

8 You know, so but everything was set up on deck the way we  
9 wanted it. And it was mainly within the confines of the engine  
10 room that the next phase of the project was going to be.

11 Q. Yes, sir. Okay. Did you or Gary, that you're aware of know  
12 of, I mean were there any constraints at all with the vessel?  
13 Were there any problems getting underway that you knew or that  
14 Gary might have known was a problem with the vessel? Any kind of  
15 lingering problems?

16 A. I'm not aware of it. I mean when he got to Kodiak, he sent  
17 me pictures of that, you know, shit chute, and on the inside, you  
18 could see bleeding, you know, rust bleeding through. So, there  
19 was obviously some poor welds.

20 And he asked if we could repair that and I said, of course,  
21 you know. So, we, we did do that. But as far as I know, that was  
22 the only concern that Gary had and it was certainly a valid  
23 concern, you know. So, we had that repaired while we were in  
24 Kodiak.

25 Q. Yes, sir. Okay. And you mentioned that the, so the number

1 one, the number one tank would have been empty whenever the  
2 seawater tank, the hold tank would have been empty while he was  
3 underway? That's his, that would be the configuration typically?

4 A. Yeah. Yeah. I believe so. I mean that's the way I would  
5 run it and I believe that's what the, what Dean and John said the  
6 boat was configured. So, I didn't think twice about it.

7 I mean if he would have, if he would have said too, oh yeah,  
8 the forward tank was the only tank down and the other tanks were  
9 dry, I would have been, that would have snapped my head around  
10 because I would have thought, well that's kind of odd way to, you  
11 know, trim the boat.

12 But I didn't think twice about it when they said that,  
13 because that's how I would have done it.

14 Q. Yes, sir. Okay. And is there any possibility of, you know,  
15 a faulty valve or something occurring to make the forward most  
16 tank fill or to, you know, possibly slack in any of those tanks?  
17 Is that, would there be any indication to the crew that something  
18 like that is happening, other than the handling of the vessel?

19 A. You know, with the tanks that are pressed, there would be an  
20 indication because the flow alarms, which were working to the best  
21 of my knowledge were working, would have indicated that the pumps  
22 weren't pumping water, which would have, could lead, develop into  
23 a slack tank situation.

24 In the forward tank, we have, we had a separate stripping  
25 pump to be able to strip water out of it. On other boats I've

1 been on, I would run that stripping pump on any empty tanks we had  
2 all the time, just to, just be constantly stripping with a little  
3 bit of sea chest in there.

4 It is possible, if you don't do it right, that you could  
5 possibly put water back in there, but usually there's a check  
6 valve. If you had a faulty check valve, you could, you could be  
7 developing a slack tank, and like I said, there is no tunnel, so  
8 you'd have to send somebody up to physically look.

9 So, I mean that is a possibility. It's, it's all speculation  
10 but --

11 Q. Yes, sir.

12 A. -- I do think that, that is within the realm of possible --

13 Q. Of course.

14 A. So, I --

15 Q. Speculation of course. I understand. I just, I wanted to  
16 get from your knowledge of the vessel and your knowledge as a, as  
17 an operator for many years, you know, would that be, would that be  
18 a possibility and did you know, or have any knowledge of any sort  
19 of failures or any problems in the past with any sort conditions  
20 like that on the, on the vessel?

21 A. No. No, I don't. I don't. You know, and the thing about  
22 the *Scandies* and this is, it's kind of a problem with it, is that  
23 it was so stable. I mean it really was just a tank and like when  
24 I ran the Shaman.

25 When I ran the Shaman, it was not a tank. It was, you had to

1 very, very careful all the time. When I bought the boat from  
2 Chuck Wells, a Kodiak guy, he, after I bought it, he said, here's  
3 how you can sink the boat.

4 And he gave me several different scenarios that I had to be  
5 very aware of during that entire 15 times, 15 years I ran it, you  
6 know.

7 Q. Yes, sir.

8 A. But the *Scandies*, it's much more forgiving. And that's great  
9 that it's much more forgiving, but on the other hand, you can grow  
10 complacent, and just say, well, the *Scandies* can take it. I take,  
11 you know, we've built ice before. It's not a big deal.

12 So, and I, you know, again, it's pure speculation that the  
13 crew had grown complacent. But I don't, I don't know, but that is  
14 a danger on a boat like that because you could plug that boat with  
15 crab and put all the pots on it, head to town.

16 Or you could be almost empty of fuel and still put all the  
17 pots on it. You know, it's just, it's a very stable vessel. And  
18 so, again, I don't want to just delve into speculation here, but  
19 it's easy to grow too comfortable on a, on a very stable boat.

20 Q. Yes, sir. And so, Gary would have most likely have been, I  
21 mean, topped off in fuel whenever he was departing Kodiak? That  
22 would be an assumption?

23 A. I think it's an assumption. Generally, when we're carrying a  
24 full load, we are not topped off. We have the number 1's empty.  
25 And so, he's just got the 2's and 3's and the day tanks, and the

1 settling tank all filled. But not the, not the number ones.

2 Q. Not the number ones. Okay. And --

3 A. And like, you know, granted, again, I don't know. Until,  
4 unless we saw the fuel, the fuel log, we've got a board down there  
5 that has all the tanks and the engineers to keep that updated  
6 whenever he transfers fuel.

7 He subtracts from one tank and adds to another, you know, so  
8 I don't know for sure. I know he took about 4,000 gallons of  
9 fuel. He told me that before he left, when he went over to North  
10 Pacific Fuel and got some water.

11 Q. Okay. And then do you have any idea what the, what the  
12 vessel burns, as far as the burn rate per hour or per day?

13 A. Well it depends on, depends on the speed. But just running  
14 without runny hydraulics and heat. I mean he could have even been  
15 on the hotel with that, which is a, you know, a 100 KW gen set.  
16 It'd probably only burn 800 gallons a day.

17 The, if you were fishing and pushing hard and, you know,  
18 running a big gen set or tendering it, if you're tendering  
19 actually it's probably the highest, you'll burn. You can burn  
20 1,200, 1,300 gallons a day.

21 But somewhere in that range 800 to 1,000 I'd say would be  
22 accurate.

23 LT [REDACTED] Okay. Okay. All right. That's, that's really  
24 about all I had. I appreciate you talking with us today. But  
25 that's all I've got. Thank you.

1 MR. MATTSSEN: Okay. And you're welcome.

2 LT [REDACTED] Hey, Dan, how are you holding up there? Right  
3 now, I know we're about an hour-and-a-half into this. You okay to  
4 keep going with more questions or do you want to take a quick  
5 break, or --

6 MR. MATTSSEN: No. No, I'm going to have to check out of this  
7 hotel so let's just power through if that's okay.

8 LT [REDACTED] Okay. Good deal. Good deal. Okay. Well I'll  
9 set it back up again, if everybody's okay with that. With  
10 everybody, it was actually, you hit a lot of the things I wanted  
11 to cover right there as far as stability.

12 BY LT [REDACTED]  
13 Q. So, just to make sure we're clear, in your assumption how the  
14 vessel is normally operated, it sounds like the number one fuel  
15 tanks were slack, empty. And the number one hold was also empty.  
16 Holds number 2 and 3 were full.

17 Looking at your stability book here, it says, you know, you  
18 can carry a total of 208, 835-pound crap pots. You know,  
19 obviously with the first tier on edge and the rest stacked on top  
20 as we discussed before.

21 And it goes on to say, if all three holds are flooded, 168  
22 pots can be carried. And the forward wing tanks are to be empty.  
23 With that being said, having the number 2 and 3 hold either full  
24 or empty, does that ever affect how many pots you can hold?

25 Or if you can kind of talk through ask the captain as you



1 assume Gary would react to the trim and list of the vessel and how  
2 many pots he had, just kind of walk me through what specifically  
3 he's looking at prior to getting underway?

4 A. Well, I mean I think that would determine how much fuel he  
5 would take because he'd, you know, we would, I'm assuming he had  
6 the number one fuel tanks empty. They don't, you know, the fuel  
7 tank book attributed to free service effect as nearly is much as  
8 the crab tanks.

9 The crab tanks are, you know, span most of the deck. The  
10 fuel tanks are baffled, and they are only a few feet wide. But  
11 I'd assume he'd have that, you know, both those empty and he would  
12 have been looking at his stability report.

13 You know, I mean it was a, and that's why we sent it to him.  
14 You know, and we've got a copy at home so we can get that to you,  
15 to, or I guess you've already got it from Gelia. But it, I mean I  
16 would always look at my stability report and know how I was going  
17 to tank the boat just by what load I needed to carry or was going  
18 to carry.

19 So, I assume Gary went through the same thought process.

20 Q. Okay. And when you're going through that process, about how  
21 much draft or free board are you looking for on the vessel itself?  
22 And do you know how much free board it had, you know, when they  
23 were leaving port?

24 A. I have no idea. No idea. But I mean he was right next to a  
25 floating dock, so he could have easily seen it if, but without

1 being on the boat on a regular basis, running it, I really can't  
2 say.

3 I know it had a lot more than the Shaman, you know, so, but I  
4 can't say what the, what the free board is under those conditions.

5 Q. Good. Copy. And then any idea like what the lube oil levels  
6 would have been or any other factors that might have contributed  
7 to stability? You know, any additional equipment or anything that  
8 the vessel might have been carrying that could have impacted the  
9 stability?

10 A. I'm, I'm pretty positive the vessel wasn't carrying any  
11 additional equipment. We weren't, you know, a freighter here, but  
12 the boat was going to just go out and set its gear. But I would,  
13 I would assume because fuel prices are generally a little bit  
14 lower in Kodiak than they are in Dutch Harbor that he would have.

15 And certainly, lower than they are in Akutan, that he would  
16 have topped off his fuel and hydraulic tanks. But I, again,  
17 that's just an assumption.

18 Q. Okay. And we do know that they took on 4,000 gallons of fuel  
19 here in Kodiak. Any idea the last location where the vessel  
20 fueled?

21 A. Yeah. It fueled at North Pacific Fuel (Simultaneous  
22 speaking) --

23 Q. In Kodiak?

24 A. -- at the beginning. Yeah.

25 Q. Yeah. And then prior to that, do you know where the last

1 place they fueled?

2 A. Boy, no. No, I don't. You know, given that the king crab  
3 was so short, such a short season, I really doubt that he, that he  
4 fueled up at the end of it. So, I don't, it may well have been,  
5 let me see, it may well have been at the end of salmon tendering  
6 that he filled up.

7 Because, you know, the way, the way tendering works, you  
8 just, you start off full of fuel. The cannery fills you up at the  
9 end. And so, I assume he was probably full of fuel when he went  
10 out to do king crab.

11 And probably burned off all of the number ones. And was into  
12 the number 2's and decided to top off the number 2's while he was  
13 carrying a big load of gear but did not go into the number ones.  
14 But I don't know that for a fact.

15 But the fact he only took 4,000 gallons, which is, you know,  
16 pretty small for boat like the *Scandies*, which can carry 45,000.  
17 It just indicated to me that he was probably just topping off his  
18 number 2s.

19 Do you know if Gelia would have that information? Like does  
20 she keep receipts for fueling or for billing?

21 A. Yeah. Yeah.

22 Q. Is there anyway we could get that?

23 A. Yeah. I think she can, but it wouldn't be billing for us.  
24 It would just be a, if there's no, if there's no receipt for fuel  
25 between the beginning of salmon and here, because at the end

1 that's an Ocean Beauty receipt.

2 All we do is, you know, we just go to the fuel dock and it's  
3 on an Ocean Beauty P.O. We never see the bill. But Gelia might  
4 have that. So, I think we could, we could determine when the last  
5 time it fueled through her.

6 Q. Yeah. If we, if we could add that to the list of  
7 documentation that we're looking for, that'd be fantastic. As far  
8 as the discharge chute and the work that was done here in Kodiak,  
9 do you know who did that work?

10 A. Yes, I do. It was done by Highmark Marine.

11 Q. Highmark. Okay. Excellent. And any idea what kind of, you  
12 know, do you have any documentation from that, or do you know if  
13 there's any quality control practices?

14 A. Yeah. Well I don't know what quality control practice he  
15 has, but I've got the invoice here. And my only concern was  
16 whether he dye checked it or not.

17 Q. Right.

18 A. And which would indicate that, you know, there was no  
19 porosity in the welds. And they did. At least they billed us for  
20 dye checking. So, and I'm assuming they did everything right.

21 That was the one project and it was on the starboard side,  
22 but unless you got a remote vehicle down there to, that was able  
23 to look at the starboard side, you wouldn't be able to tell if  
24 that failed.

25 I mean you can have a perfect weld, but it not be adequate

1 strength. But again, that's total just speculation here.

2 Q. Right. Yeah. I'll definitely be reaching out to Highmark  
3 for more information on the work that was done. But do you know,  
4 I mean was the boat listed to port to get this work done, when the  
5 boat was, I mean was all that work below the waterline once the  
6 boat was --

7 A. No. No. No, it wouldn't have to be because the boat has  
8 plenty of free board. That's, the shit chute goes from the main  
9 deck level down to right above the rub rail. So, it's, it's all  
10 above the waterline.

11 And they were tied up starboard side, too in their slip at  
12 Kodiak. So, there was access right from the dock to do the  
13 welding project.

14 Q. Okay. Understand. I know you talked about, you know,  
15 there's no big push to get up to Dutch Harbor, and I know we've  
16 seen Gary track line, kind of, you know, I know it's hard to  
17 speculate but in your opinion, you know, what amount of listing or  
18 icing would start to concern you?

19 I know you had that 2-inch kind of threshold for yourself.  
20 Do you also have like a degree of list? And then in your  
21 conversations, I mean when do you think Gary would start having  
22 concerns with the stability of the vessel?

23 Do you guys kind of have a general working theory for the  
24 *Scandies* or is it just kind of a judgment call?

25 A. I think it'd be more of a judgment call. But for me, any

1 list is concerning. So, if I've got a list, the first thing I  
2 need to do is figure out why there's a list. And obviously, if  
3 you've got 6 inches of ice hanging on your starboard side and  
4 you've got a 3-degree starboard list, you don't have to do too  
5 much thinking about that.

6 But, you know, you don't want to assume something. Just  
7 because you've got a list that, oh, I need to transfer fuel.  
8 Well, wait a minute. Let's see what the cause is, you know. It  
9 might be water in a void.

10 It might be, you know, any, it might be the ice build up. It  
11 might be fuel that's siphoned back, you know, from a, from one  
12 tank to another. You've got to figure why, what's, why you have  
13 the list, and before you start correcting it, or else you can get  
14 yourself into even more trouble.

15 And Gary knows that, I mean, knew that.

16 Q. Right. So, when a list is discovered, could you kind of talk  
17 us through the process that yourself or Gary might have taken to  
18 correct it and how many people it takes to kind of go through that  
19 process?

20 You know, if he would have to call somebody else up to the  
21 bridge? Just walk us, walk us through it.

22 A. So, I would, what I would do, and what I assume Gary would do  
23 is call Art, the engineer, and say, Art, where's our fuel? You  
24 know, are you, are you doing any transferring, or have you, you  
25 know, is the day tank, which is on the portside, is that, is that

1 empty?

2 I mean maybe we should put some fuel in there and, you know,  
3 trim the boat and make sure it's, keep it full since we're  
4 building ice on the starboard side. And if you had any room on  
5 the, in your tanks, like, I mean I would have been burning fuel  
6 off the port number 2.

7 I'd be transferring from the port number 2 back to the day  
8 tank. So, I'd be, if I needed to transfer any fuel, I could go  
9 from the starboard 2 to the port 2 to help trim the boat. But it  
10 would just be you and the engineer at first, if you've just got a  
11 couple degree list.

12 Now if you decided that, you know, it's the ice that's doing  
13 it, we need to, we need to chop ice. Then it's all hands on deck.  
14 Get everybody out there and deice the boat. And if necessary, you  
15 would go and set pots.

16 You'd get the, you'd go into a bay and just set your pots,  
17 doors open and get them in the water, and then restack them, you  
18 know, after you've cleared the deck.

19 Q. And would you be able to do that in, like the prevailing  
20 conditions? I mean how, could you kind of walk me through the  
21 process without having an alleyway on deck for (Simultaneous  
22 speaking)?

23 A. You'd, you'd, okay. I'm sorry. You can just continue.  
24 Finish your question and then I'll answer. I'm jumping the gun.

25 Q. No, no, no worries. Yeah. Just kind of talk through the

1 process of how those crew members, you know, so all of a sudden,  
2 so we transfer fuel. We're trying to get our list back. And now  
3 all of a sudden, the determination is made that, hey, we have to,  
4 we have to go beat off ice.

5 Can you kind of talk me through that process and how it  
6 happens on board the *Scandies Rose*?

7 A. Guys, we've got to chop ice. Get your gear on now. You  
8 know, that's how it would happen. You know, you'd just be saying,  
9 all right. Let's start back here. You know, we've got to, you  
10 know, we're looking where the problem is.

11 If it's up in the bow, you know, let's get everybody, get  
12 them up over the stack safely first. Get them down there. Let me  
13 know. You know, I'd, I would change to a weather course. I would  
14 figure out how to keep the spray from exacerbating the problem.

15 But we'd get all the guys in the spot that needed to be  
16 worked on. And I would either get a weather course, or else I  
17 would try to find a lee somewhere I could safely just do the work,  
18 you know, and head over to the, to the island, get in close, so  
19 that you can get out of the weather.

20 And avoid more spray, so you can at least stop the additional  
21 ice accretion. I mean ice accretes to ice much better than it  
22 accretes to steel. So, you've got to get it down to steel in  
23 order to be safe.

24 Q. Understood. And with your knowledge of how the *Scandies Rose*  
25 operates and reacts to weather, in your mind, do you have like a



1 minimal operating parameter for wave height that you'd be able to,  
2 you know, accomplish that in?

3 A. I'd probably wouldn't, I mean I certainly wouldn't have the  
4 crew on the weather side trying to chop ice, if there was any  
5 green water coming over the rail, or even significant spray.

6 You know, that's why, I mean you'd have to, you'd have to  
7 either turn around, which if you've got a starboard list, it's, if  
8 you've already got the list, that's problematic, because if you  
9 turn around, and then you put the weather on the portside, you're,  
10 you run the risk of exacerbating it.

11 You know, you could, so I would, I would be, my process would  
12 be to get in shallow enough water, bust the, bust the stack chains  
13 and start dropping pots. That would both give me more free board  
14 and give me and deice the pots.

15 Setting the pots will deice them better than anything else  
16 will.

17 Q. Understood. Thank you. Last question. When was your last  
18 trip on the *Scandies Rose*? And on that trip, if you'd go through  
19 who was on board, and if anything of significance happened, you  
20 know, whether stability, mechanical, crew issues, that sort of  
21 thing.

22 A. No. I was on for king crab of 2018. And Gary was the  
23 captain. Art was the engineer. Brock was the deck boss. We had  
24 Brandon on board. We had, boy, I'm trying to think of the names  
25 there, compared, they're no longer with me.

1 I think David was there, but David might have taken that time  
2 off because he worked a long summer season. And there was  
3 nothing. It was just uneventful. We just caught our crab and  
4 went home, you know. It was very simple.

5 And I got my, I learned there that even though you've got mad  
6 deck skills, if you've got 63-year-old legs, you're not fit to be  
7 a crab deckhand anymore. And, but we didn't have any issues  
8 really that I can recall.

9 And just the usual things, you'll break a hose, you'll bust a  
10 hydraulic hose or something and have to repair it. And that's  
11 always a pain if it's in the, you know, if it's a wet area, you,  
12 but no icing.

13 It doesn't generally ice in November in the Bering Sea.  
14 It's, weather's still prevailing out of the southwest and west,  
15 and then sometime in late November, it kind of turns around and  
16 you start getting northeast to northwest weather.

17 Q. Understood. And my understanding that both John and Dean  
18 were last minute additions to the crew? Who were the original  
19 deckhands and why were they unable to make the trip?

20 A. We had one kid. He was more of a greenhorn than Dean. We  
21 were glad to pick up Dean. He had more, much more experience.  
22 The kid just was working out in that bitter cold in Kodiak,  
23 rigging pots and said, I just don't think I'm cut out for this.

24 And he said, he said, I'll pay you back for your, for the  
25 airfare you got me up here. I just, you know, this is not for me.

1 And he had been salmon fishing or something. You know, just, so  
2 we picked him up, you know, got his information during the salmon  
3 season and Gary was going to give him a shot as a greenhorn.

4 The fleet is graying pretty rapidly and we're trying to bring  
5 in younger people as we, as we find them if they're eager to do  
6 this. And so, he just left and then Gary decided to, was looking  
7 around and he called up a former crew member of mine, who said  
8 that Dean Gribble, Jr., was looking for a job.

9 So, we, you know, we gave him a call and hired him. As of  
10 John Lawler, he had been working for that same person for, Brice,  
11 on the *Western Mariner* and was not brought back. But it wasn't  
12 that he, he was not brought back not because of any defect, but  
13 just because he wasn't interested in being a long-range employee  
14 of the *Western Mariner*.

15 So, he was just available and again, Gary just decided to  
16 give him a shot. He had a shy couple years experience on other  
17 boats, and that's generally, we'd like to get guys who've, who've  
18 got great experience but also do things our way.

19 You know, I mean there's specific ways that we tie the pot or  
20 tie the door. And that's hard to do because some guys thing that  
21 they know everything after they've worked on, you know, 17  
22 different boats.

23 And so, whenever we can find somebody who's a little bit  
24 younger, who's got the eagerness to go out crab fishing, we tend  
25 to look favorably upon it. But so, we just found both those guys

1 through a mutual captain that we know.

2 Q. Got you. Thank you. And last question I have for this  
3 round, we got a report that some boats had been using Visqueen  
4 over their posts to cut down on icing. Is that a practice that  
5 happens on board any of your vessels or --

6 A. Yeah. Yeah. When I'm, I would, I'd, I mean I've assumed  
7 that he had a tarp over the stack, but I'd be shocked if he  
8 didn't. But, no, he regularly puts it out when we're leaving  
9 Dutch Harbor to head up to, if we, if we have to go northwest, you  
10 know, it is often times blowing northwest in the wintertime.

11 So, it's very common practice to tarp your stack, so you can  
12 keep that ice off it. And my other boat, *New Venture*, when he  
13 went out this season, he tarped his stack both times, with both  
14 loads of gear. And he learned that on the *Scandies*. You know, he  
15 was the engineer for us for quite a while.

16 Q. Okay. And do you have any idea when that, when that tarp is  
17 deployed, how many rows of pot sets it covers? Is it all of the  
18 pots? Is it just the forward couple?

19 A. No. What you, what you'll do is figure out, you'll make an  
20 estimation based upon what you know about the weather. You know,  
21 and if you're going to be bucking into it, you'll just put it over  
22 the forward part of the stack, you know.

23 And then, and that, you know, so I would say that if you're,  
24 if you knew the weather was going to be on the starboard side, you  
25 would address it accordingly. You would put it just over the

1 starboard side.

2 It's hard to get a stack, you know, completely cover it with  
3 tarps. That'd be an incredibly difficult tarp to take off at sea.

4 Q. Understood. And when you have the pots tarped off like that,  
5 do you, do you experience more of an affect from the wind in terms  
6 of the, of the listing of the vessel?

7 A. You would experience it. You would tend to create a sail,  
8 you know. On the *Scandies*, it was never significant. But then  
9 again, we always had it in the front, too, when I was aware that  
10 they were putting it on.

11 So, I don't, I don't even know if they had a tarp on here. I  
12 just, that would be a question for the, for John and Dean.

13 LT [REDACTED] Understood. That's all I had for questions at  
14 this time. I guess I'll pass it off to Bart.

15 MR. BARNUM: Yep. Bart Barnum, NTSB, here again. Thank you,  
16 sir, for answering our questions.

17 BY MR. BARNUM:

18 Q. Real quick, a couple of follow-up. When the vessel was in  
19 Kodiak, prior to sailing, you'd mentioned it had been there for  
20 couple months. Was anybody on board for that time period?

21 A. Well David lives in Kodiak, you know, and so does Gary. But  
22 Gary was, Gary had gone down to Hawaii for a vacation. But David  
23 lives in Kodiak. He was there doing just some support work for  
24 the welders to cut down the, you know, \$100 an hour type of  
25 expense. He was --

1 Q. Okay.

2 A. -- you know, doing, they, excuse, me. David and one other  
3 person were doing like fire watch, so that we didn't have to have  
4 \$100 an hour guy billed to us to, you know, handle that kind of  
5 thing. And then we just paid them, just, you know, beer money  
6 kind of thing.

7 Q. Sure. Were they living on the vessel?

8 A. No. No, that, David lives in Kodiak. He's got a house, you  
9 know, or an apartment that he lives in.

10 Q. All right. But Art was staying with him or some other  
11 location?

12 A. No. Art wasn't there. Art didn't do that job. That was  
13 done by, that was the, we're talking about the Highmark job. So,  
14 yeah, so to support the Highmark welders, who, the Highmark,  
15 Highmark is a Kodiak firm, you know, they live there.

16 So, and work there. So, that's why we hired them to do the  
17 job. Didn't have to fly anybody in. So, to the best of my  
18 knowledge, nobody was staying on the boat, because I think David  
19 and, I'm not sure if David has his own place now, or if he stays  
20 at his dad.

21 But I think the other person was crashing at his dad's house,  
22 at Gary's house.

23 Q. Okay. Backing up just a little. You mentioned this at the  
24 beginning of our interview. The route the *Scandies* was taking,  
25 she was on route to the fishing grounds. Where exactly were those

1 fishing grounds?

2 A. Straight north out of Akutan, to the best of my knowledge.  
3 At least that's what Gary and I had talked about. He was just  
4 going to head straight north out of Akutan, which is a little bit,  
5 it's not actually the traditional cod grounds, which guys would  
6 turnaround and go farther up towards Cape Mordvinoff or even  
7 farther up toward Port Moller.

8 But there was enough cod to satisfy what we were doing, which  
9 was basically just getting a legitimate trip in.

10 Q. Okay. The call you said you did have with him was there any  
11 discussion about him turning back or seeking lee or shelter some  
12 place?

13 A. Yes. Just briefly. And it wasn't that he said, I'm going to  
14 do that. I had just told him that I had gone into the Unimak Bite  
15 that night. And said, just, you know, safety. I said, safety  
16 first.

17 Go on in and get the ice of the boat if you're concerned  
18 about it. And, but again, you know, it's not my place to order  
19 him. I'm the majority partner in the company, but he's the  
20 captain and I have to trust that he's going to make the call  
21 correctly.

22 But obviously he didn't. But it was probably a difficult  
23 call to make. And I mean even if it was ice, you know, if icing  
24 was the cause. And I'm not sure, you know, that's what, that's  
25 what I'm hoping you guys can figure out.

1           If it's icing or if it was something that broke loose and, or  
2 a slack tank, or failed weld on that shit chute in a full void. I  
3 mean I just, I don't know. I'm here to help. But I have limited  
4 knowledge.

5 Q.    Sure. Yeah, that, now the, was there any CCTV or how would,  
6 could they monitor any ice accumulation from the wheelhouse from  
7 CCTV, or is it just visual from line of sight?

8 A.    Yeah. There'd be no way to do that. There'd be no way to do  
9 that because it would be exposed to the weather. It would be a,  
10 it would be a one trip deal and you'd lose your camera. So, the  
11 easiest way to do it is to stick your nose out the wheelhouse  
12 window or go down on the walkway around the wheelhouse and take a  
13 look.

14 Q.    Okay. All right. The last question I have for you is, I  
15 know you've talked to or spoken to the two surviving crew members,  
16 and then your obviously vast knowledge, what is your consensus on  
17 what could have caused this terrible accident?

18 A.    Well I would tend to think ice. I would tend to think that.  
19 But, you know, we do have the two guys and they were there. I do  
20 know that I don't find that their one inch of ice on the stack is  
21 credible.

22           I think that there was probably significantly more, but I  
23 have no way of knowing how much more. I mean it could have been 3  
24 inches, you know, and that would be significantly more, but it  
25 might not be significant on the, in terms of the vessel stability.



1           So, you know, if it wasn't ice, it had to be a slack tank, or  
2 a, or a broken (indiscernible), something. I mean I don't know.  
3 It has to be something like that, you know, that there is a large  
4 void on the outside of the number 2 and 3 tanks, actually number  
5 1, 2 and 3 tanks, that, that shit chute cuts into.

6           And if that, if that wasn't properly done, which again, I  
7 find incredible. I think that Cooper's outfit is pretty, pretty  
8 good. But if that failed, you would build water, you know, and it  
9 could be, you know, it could be just a crack.

10          And a crack with waves consistently hitting it on the  
11 starboard side, you could get a slow kind of accumulation of water  
12 and it could be quite a significant amount of water on that  
13 starboard side. And then if you compounded that with an ice build  
14 up, you could, you could lose stability.

15 Q.   Yeah. Okay. Understood. One follow-up question. Sorry, I  
16 know I said it was the last. In your stability report, does it  
17 mention if you anticipate to have an icing condition, to reduce  
18 the number of pots to carry?

19 A.   You know, I don't, I don't know. I'd have to look at it.  
20 I'm heading to Seattle here in a, in a couple hours and I'll  
21 definitely take a look at that. I mean I --

22          LT [REDACTED] That's fine I have it. Okay. Now it does say,  
23 when it discusses the 208, 835 crab pots, it says, this applies in  
24 icing or non-icing conditions.

25          MR. MATTSSEN: There you go.

1 MR. BARNUM: Okay. Understood. Okay. Thank you very much.  
2 That's all I had. I'll pass it on to my colleagues. Thank you.

3 MR. KARR: Right. This is Mike Karr of the NTSB.

4 BY MR. KARR:

5 Q. Would there be any bilge alarms in those starboard side tanks  
6 you just mentioned?

7 A. I don't know. I can't remember to be honest. I just can't  
8 remember if we, if we put bilge alarms there. Yeah, to be honest,  
9 I can't say.

10 Q. Since the accident, have you talked to any captains, other  
11 captains that were sailing in the area at the time?

12 A. Now hold on a second. I've got people knocking on my door.  
13 Just one second.

14 UNIDENTIFIED SPEAKER: I'm so sorry, sir.

15 MR. MATTSSEN: Yeah. I'm not ready to leave yet. Thank you.  
16 No. I haven't. I got in, I got into Dutch Harbor, and, you know,  
17 I didn't find out this happened until I woke up the next day. And  
18 then I basically made plans to get up here and then get home  
19 because I know I'm going to have hell for a couple of years  
20 dealing with this.

21 BY MR. KARR:

22 Q. Did Gary have a preferred number of pots that he liked to  
23 carry?

24 A. Like all crab fishermen, he wanted to carry as many pots as  
25 he could safely carry. That just kind of goes with the, goes with

1 the territory. You know, you want to have as many pots. You want  
2 to be able to catch, to put as many crab on as possible.

3 So, it's just kind of a dance, you know, where you're, with  
4 any crab boat fishery, you've got to know, you've got to know  
5 where the line is, what the line is, how much you can carry, what  
6 kind of weather you can push, you can push the crew to, what kind  
7 is too much.

8 And, you know, that's where, that's where the rubber meets  
9 the road. The best captains know how to fish their boat up to  
10 that line, you know, and the, and the line is different for all  
11 boats and for all crews.

12 You know, when you get a good crew, you can fish a little bit  
13 farther, you know. And that's just the way it is.

14 Q. Do you know how much bait they loaded in Kodiak?

15 A. Yeah. I think he said, I think he had a lot. I think he had  
16 about 20,000 pounds of saury.

17 Q. And would that have been, where would he have, would that all  
18 have fit into, or where would they store that bait?

19 A. It all be in the, in the bow, portside, where our bait  
20 freezer is. We've got a very, had a very large bait freezer.

21 Q. So, all that 20,000 pounds would have fit into the bait  
22 freezer?

23 A. Yes.

24 Q. Okay. And where, where's the shit chute located? Is it, how  
25 many feet from the stern?

1 A. Oh, it's not even close to the stern. Remember, this is a  
2 house aft boat. So, it's, it's forward. It's about, let me see  
3 here, it is about where the number 2 tank is, kind of on the  
4 forward third of the number 2 tank hatch cover on the starboard  
5 side.

6 Q. So, about mid-ship? Would that be halfway, you know --

7 A. No. It'd still be, it'd still be, it'd be closer to mid-  
8 ship, but it would be a little bit forward of mid-ship.

9 Q. All right. When you spoke to the surviving crew members, did  
10 they say anything about flooding?

11 A. Well one of them just mentioned that it, that it could be  
12 that, you know, but he said, but he said that was speculation.  
13 You know, I mean, I know that nobody went out there and looked  
14 over the side. You know, when they, when the shit hit the fan, it  
15 was already past the point of no return, I believe.

16 Q. If I was, if I was going to leave the wheelhouse and walk  
17 forward to the bow, how would I do that? And let's assume it was  
18 good weather. But we've got all those pots loaded.

19 A. I would go downstairs. I would go out the starboard side  
20 door, into the raingear room, go forward. Open that, climb up the  
21 ladder because there are ladders on both side of, we've got kind  
22 of a pot stacking, holy smokes, a pot stacking rail, you know,  
23 that you stack the pots against.

24 And behind that, or between the wheelhouse and that rail are  
25 chillers and condensers, and receivers for the RFW system that

1 have been there, you know, since the system was installed. You  
2 climb up to the top of that.

3 There's a catwalk that goes across the front of the  
4 wheelhouse, to help, where you can clean windows. You can clean  
5 the wheelhouse windows, and then just the, the stack would be  
6 right up to there.

7 And so, you'd just hop on the pots and make your way forward,  
8 and then climb down the forward climb.

9 Q. Were there, is there anyone that served as a crew member  
10 during the last opilio season that we'd be able to talk to? Other  
11 than, other than -- yeah, let me just leave it at that.

12 A. Tell you what. That's a question for Gelia, too. She can  
13 look at the crew list and because I don't, I can't, I've got  
14 three, actually four boats that work the winter season, so keeping  
15 which crew members on which boat straight is difficult here.

16 But Gelia can look at the records and figure out who was on  
17 the boat. And then I could, I could send you a message or  
18 something and let you know who would be, who might be available.

19 Q. All right. Thanks. And let's see. When you said the, going  
20 northwest, is that, are you referring to leaving Dutch Harbor and  
21 sailing to the Pribilofs?

22 A. Yeah. That's the, that's why we would, the stack would  
23 normally be tarped over the front of the stack. It's blowing  
24 northwest when you're heading down to Unimak pass, you'd want to  
25 have the starboard side of your stack tarped if you were concerned

1 about icing.

2 MR. KARR: All right. Thanks. That's all the questions I  
3 have.

4 LT [REDACTED] Paul?

5 MR. SUFFERN: This is Paul Suffern of the NTSB. I have no  
6 further questions. Thank you.

7 LT [REDACTED] LT [REDACTED]

8 LT [REDACTED] Yeah. LT [REDACTED] I'm, I have no further  
9 questions. Thank you.

10 LT [REDACTED] I just have one question, and I don't know if you  
11 covered it. When you had that call with Gary, do you know about  
12 where he was and what time that call occurred?

13 MR. MATTSSEN: You know, I'm not, I'm not sure where exactly  
14 he was. He might have been around Cape Ikolik. I'd have to look  
15 at the VMS track to figure it out. I seem, I seem to recall that.  
16 And that's on the southwest side of Kodiak Island.

17 And the reason why that sticks with me is that used to be  
18 like his fishing grounds when we had the *New Venture*. He'd hang  
19 out at Ikolik and fish. So, that's to the best of my knowledge.  
20 But on the tag phone, you know, you're not really, you're just  
21 kind of chatting back and forth.

22 And he wasn't at all concerned at that point. He just said,  
23 yeah, we're making ice. But that's a real, very common occurrence  
24 when you're, you know, wintertime fishing. So, just making ice is  
25 no concern. It's just what happens if you let the ice accumulate.

1           LT [REDACTED] Understood. And if you could add that to the  
2 list, if you can take a look at that VMS track, if we can narrow  
3 it down, you know, that last time you did speak to him, that would  
4 definitely be helpful.

5           MR. MATTSSEN: Okay.

6           LT [REDACTED] That was the last question I had. I'll just open  
7 the floor up one more time in case there was anything hanging.

8           MR. BARCOTT: So, this is Mike Barcott. Dan, I know you're  
9 going to have to run to a plane. We'll plan on that meeting  
10 tomorrow. I'll get you the address. And I'd like all contact  
11 with Gelia to go through our offices, please, and we'll make sure  
12 we'll get whatever's available to you as soon as we possibly can.

13          LT [REDACTED] Sure, copy, Mike. And then, Mike, did you have a  
14 list of documents that came up during this conversation to try and  
15 track down?

16          MR. BARCOTT: Yep. I've been making a list.

17          LT [REDACTED] Excellent. Excellent. Thank you.

18          MR. BARCOTT: And I'm going to be meeting with Dan and she  
19 tomorrow morning and I'll be in touch with her to see if she can  
20 possibly bring those to the meeting.

21          LT [REDACTED] Excellent. Thank you.

22          MR. BARCOTT: Mm-hmm.

23          LT [REDACTED] Okay. Is that all guys?

24          MR. KARR: I've got one more question. This is Mike Karr  
25 with the NTSB.

1 BY MR. KARR:

2 Q. In the, in the conversations with the captain, did he, did he  
3 ever relay the worse case ice he ever ran into while he was  
4 sailing the *Scandies Rose*?

5 A. No. He never. I mean like, did he ever say that, oh, this  
6 is the worse I've ever seen it or something like that?

7 Q. Yeah. In your conversations with him, did he describe an  
8 event when he was out sailing during the opilio season when he was  
9 dealing with a lot of, a lot of ice?

10 A. Oh, no. No. I never got that. We never, no. I'll just  
11 keep it at no. You know, we, it happened, so yeah, we made a lot  
12 of ice, but that was it, you know. It wasn't like, how much ice  
13 did you make? You know, so I can't say.

14 Q. No, no. I was wondering, well here's my specific question.  
15 Did he ever describe the efforts that the crew went to, to deice  
16 the vessel, you know, during a particularly, you know,  
17 particularly --

18 A. Oh yeah. I mean, yeah, he has told me that when I've called  
19 him up and he said, yeah, well we only, we only hauled 40 pots  
20 today because I had the crew out there for 6 hours or 8 hours  
21 chopping ice. So, that indicates there was a lot of ice on the  
22 boat. But that's about it. It'd be more of the time it took to  
23 clear the ice, not, you know, there's --

24 Q. Do you remember --

25 A. -- this much ice on it.



1 Q. Do you remember, well, and that's what I'm looking for. So,  
2 do you remember when he might have had that, when he, when that,  
3 when that incident or event occurred?

4 A. Absolutely not. No.

5 Q. You know, a year ago, 2 years.

6 A. No. No, not at all. I just, ice is a constant presence in  
7 the Bering Sea in wintertime. Icing is, so it was, you're not  
8 going to go through many years without having, you know, to chop  
9 ice half a dozen times and, or more.

10 And so, I wouldn't have any knowledge unless, unless he said,  
11 this is the worse ice storm I have ever been in, I, you know, we  
12 have chopped ice all day long or something. If he said that to  
13 me, I'd probably remember it.

14 But I can't recall him ever saying anything like that.

15 MR. KARR: All right. Thank you.

16 MR. MATTSSEN: You're welcome. Figure this out guys. I  
17 really, I'm just still in shock.

18 LT [REDACTED] Yeah, Dan, I think I speak for everybody, I'm  
19 going to really give our deepest condolences. I can't imagine how  
20 difficult it is to deal with this let alone go through this  
21 interview process.

22 But we are very, very grateful for, you know, both your  
23 cooperation and all of the information you've captured.  
24 Definitely very helpful for the investigation. For future  
25 correspondence, is it, what is the best way to get in touch with

1 you? Should we go through Mike, calling you directly?

2 MR. MATTSSEN: Well what do you say, Mike? I mean should all  
3 correspondence go through you or, I mean I'm comfortable answering  
4 questions. I'm not, I haven't got anything to hide here, but if  
5 they, if you feel that they should go through you, then that's  
6 what we'll do. But your call.

7 MR. BARCOTT: Just, yeah, just so that I can crank the  
8 information, I'd prefer that it goes through me, and as you've  
9 seen from what we've done already and what we've done in the past,  
10 we'll be very responsive to those requests.

11 LT [REDACTED] Do copy. We definitely, definitely appreciate  
12 that. And again, I'll open it up one more time if anybody has  
13 anything to add before end the interview?

14 MR. BARNUM: No. This is Bart with the NTSB. Thank you, Mr.  
15 Mattsen for your time. Really appreciate it.

16 MR. MATTSSEN: Yeah. You're, you're more than welcome. More  
17 than welcome. I've even had worse interviews, meaning longer  
18 ones. So, I had a buddy I went through business school with, a  
19 lieutenant commander in the Coast Guard.

20 And I got, I got an interview from one of the inspector  
21 general people and it must have lasted 3 hours because he was  
22 getting a higher security clearance. So, yeah, you guys are  
23 nothing. But good luck.

24 MR. BARNUM: Thank you.

25 LT [REDACTED] All right. With that, this concludes the

1 interview. It is 11:15, Alaska Standard Time, and we'll all be  
2 signing off.

3 MR. BARNUM: Thank you very much.

4 LT [REDACTED] All right.

5 LT [REDACTED] Thank everyone.

6 LT [REDACTED] Thank you everyone.

7 (Whereupon, the interview was concluded.)

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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 Daniel Mattsen

ACCIDENT NO.:               DCA20FM009

PLACE:                       Kodiak, Alaska

DATE:

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.



Romona Phillips  
Transcriber