

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: JORDAN YOUNG
Welder, Highmark Marine Fabrication

United States Coast Guard
Marine Safety Detachment Kodiak
Kodiak, Alaska

Saturday
January 4, 2020

APPEARANCES:

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

BART BARNUM, Investigator in Charge
National Transportation Safety Board

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

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I N T E R V I E W

(1:01 p.m.)

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3 LT [REDACTED] This is Lieutenant [REDACTED] [REDACTED] I'm here at Marine
4 Safety Detachment Kodiak with Mr. Jordan Young. We are conducting
5 an interview into the sinking of the *Scandies Rose* on 31 December
6 2019. Again, we are here at Marine Safety Detachment Kodiak in
7 Kodiak, Alaska. The time on deck is 1301 on January 4th, 2020.
8 And we'll just go around and introduce all the parties who are
9 present at this interview.

10 MR. BARNUM: Good morning, Jordan. My name is Barton Barnum
11 with the NTSB, Office of Marine Safety. That's Barnum,
12 B-a-r-n-u-m.

13 LT [REDACTED] Go ahead, Mike.

14 MR. M. BARCOTT: And this is Mike Barcott, attorney
15 representing *Scandies Rose*, and Daniel Barcott, attorney for
16 *Scandies Rose*.

17 MR. YOUNG: My name is Jordan Young. I work for Highmark
18 Marine Fabrication. I'm a welder for them.

19 LT [REDACTED] Thanks, Jordan. And again, we appreciate you
20 coming in today. Again, we're really trying to look into the
21 condition of the vessel before they left here in Kodiak. We
22 understand that you conducted some work on board to the disposal
23 chute. And really we're looking for, you know, how you went about
24 the repairs and also anything you might have seen on board the
25 vessel. And before we get further into it, do we have permission

1 to be recording this interview?

2 MR. YOUNG: Yes.

3 LT [REDACTED] Thank you.

4 INTERVIEW OF JORDAN YOUNG

5 BY LT [REDACTED]

6 Q. If you could just start out with a little bit of your
7 background and history as a welder and then being hired by
8 Highmark Marine and bring us through that.

9 A. So, I went to welding school. I think it started December --
10 or no, I started January of 2017, and finished -- I got out, did
11 the structural program, and then, finished out the pipe program in
12 December of 2018. And have been working for Highmark Marine
13 Fabrication ever since then. And worked on a very wide variety of
14 jobs and gotten a lot of different experience doing all kinds of
15 stuff.

16 Q. And what kind of certifications do you hold?

17 A. I have a D1.1, which is with AS- -- it's an ASME D1.1, which
18 is a structural certification, 1 inch. And then, I don't know if
19 you want me to describe the stuff or you --

20 Q. That's okay.

21 A. -- already know what this is.

22 Q. That gives us enough. We can go into --

23 A. Okay, cool.

24 Q. -- the specifics of --

25 A. And then I also have an API 1104, which is 6G. And then, for

1 6-inch and 4-inch.

2 Q. And who issued that 6G?

3 A. It's recognized by -- was it ABS?

4 Q. ABS, yep. There you go.

5 A. Yeah.

6 Q. I've got it printed right here. So, how many years did you
7 say you've been welding for total?

8 A. Started, I don't know, count before when I started welding
9 school, so it's been, like 3 years now.

10 Q. Had you welded before school at all, or even just like --

11 A. No, I'd been around it, but, no, hadn't really.

12 Q. Okay. Now, you said you've done a lot of different jobs, a
13 lot of big jobs. We did just talk to Cooper, and he was saying
14 kind of the structure of Highmark Marine, you know, it's him and
15 then David Cox is kind of No. 2, and then you're in there as the
16 No. 3 guy.

17 A. Uh-huh.

18 Q. When you were given this project, was this one of the bigger
19 jobs you've ever done or can you kind of quantify?

20 A. This is just -- no, I mean, I'd done -- like since this was
21 above the water line, it was not -- I guess, in my mind, it wasn't
22 one of the bigger ones for me, because I had already been doing,
23 like inserts on the bottom of boats and whatnot. But as far as,
24 like just the amount of work that went into it, it was bigger, I
25 mean, a lot of, like big steel there and whatnot, but as far as,

1 like difficulty, no, it wasn't very.

2 Q. And can you bring us through -- you know, we'll just let you
3 run with it start to finish and then we'll probably have some
4 follow-up questions afterwards. But just from your first, initial
5 contact with the *Scandies Rose*, whether it was this specific job
6 or if you had something prior to?

7 A. I'd been on it a few times just doing aluminum stuff and
8 whatnot. Nothing on the boat itself, just like different -- like
9 their sorting equipment and whatnot.

10 Q. Okay. Understood. But nothing for structural integrity?

11 A. Correct.

12 Q. Okay. And all those times on the boat, what was your
13 impression of the boat?

14 A. It was kind of like -- I don't know, I guess it seems like a
15 fairly weathered, I guess, I mean, like just like any other boat.
16 I know in the waste chute there it was pretty gnarly. Like
17 everything was very corroded and whatnot. I think it was also,
18 like they didn't use very thick steel when they put it in there.
19 And then, also, when they went to do repairs, like they didn't do
20 correct repairs, and ended up actually causing more problems when
21 they did the repair. Like, they, like burned through when they
22 were trying to put a doubler on. But it looked pretty bad.

23 And then, I've seen pictures like this one right here. I
24 don't know when this was taken, but that waste chute isn't on here
25 or in this picture.

1 Q. Yeah, it's --

2 A. Is it there?

3 Q. You can barely see it. This isn't really a good printout of
4 it. Let me pull another one up. It's kind of right here.

5 A. Okay. So, that's where the pot launcher is, and then this
6 waste chute should be right there.

7 Q. Okay. Yep.

8 A. And I don't see a hole there. Maybe it is but --

9 Q. Yeah, hard in a black hole to see it.

10 A. Right, and I don't see it there and I've seen a couple other
11 pictures and it's not there. So, anyways --

12 Q. The original waste chute wasn't there?

13 A. Yeah, I guess, I don't know. I can't see it in this picture.
14 And then, I can't see it in any of the other pictures, so I'm
15 guessing it hasn't been there for very long. So, I don't know. I
16 wouldn't be able to say that my judgment of -- based on that being
17 in tough shape, that I don't know. Maybe they just didn't paint
18 it or something, but it didn't seem like it had been there for
19 very long.

20 Q. So, now, if you can -- you said you were on the *Scandies* for
21 a couple projects prior to this one. Can you take us through when
22 you first found out of this job, the planning that went into
23 getting ready for the job and the actual execution of putting the
24 new chute in?

25 A. So, yeah, Cooper took me down there and showed me the issues

1 with it, with what was wrong, because I think it had been leaking
2 and they made some efforts to repair it without, like welding,
3 just like putting splash zone on the inside, which it was entirely
4 covered in. And then, we just -- he kind of walked me through how
5 he would cut it out and whatnot, where to make my cuts and
6 whatnot. And then, figured out, just kind of like, basically, we
7 just put it back, essentially exactly how they had it, except we
8 did these spots right here in one piece so that there would be --
9 to remove one welded joint. So, I mean, it just cuts that and
10 makes it better when you do that. And then, yeah, talked about
11 that. And then, from there, it was pretty much just me. He
12 helped me cut out these pieces and whatnot. We used the waterjet
13 for that. I went down there and took measurements, and so these
14 are, like very perfect as far as --

15 Q. When you say cut out these pieces, you're talking about the
16 new pieces.

17 A. The new pieces, yeah. Sorry. After I did, like demo work
18 and completely removed everything. Got everything cut, clean.
19 Sorry, I guess I should start from the beginning. So, went in,
20 cut everything out, cut it clean. And then, like clean to where I
21 was going to start welding, ground everything smooth down to fresh
22 metal. And then, went back to the shop, cut out all the new
23 pieces.

24 Q. When you cut everything out, can you describe the surrounding
25 steel around the steel that was --

1 A. Yeah, so that was part of it. I had to cut back in a little
2 bit more so that I could get to good material to tie into.

3 Q. How do you define good material?

4 A. So, it would be something that isn't, like a reduced
5 thickness anymore, it's like the original plate thickness, like
6 it's not too rusted. The rust pits aren't reducing the thickness
7 of the material. And then, just like no rust or any kind of
8 contaminant on the material itself, like perfect, clean material.

9 Q. And were you able to do that?

10 A. Yes.

11 Q. How far back did you have to cut from the actual chute
12 itself?

13 A. Just off the edge of the weld there.

14 Q. How many inches?

15 A. None. Like, I mean, like it was -- there was the weld joint,
16 so, I mean, like maybe like an eighth of an inch or something,
17 like right on the toe of the weld is where I was able to cut.

18 Q. Understood. Okay, so you got that all cut out. Now, talk us
19 through --

20 A. And then, so, yeah, after everything was cut out and then
21 grinded smooth, I pulled measurements for my new pieces and then
22 took those back to the shop and we designed them on the computer,
23 kind of like drew them out and then cut them out with the waterjet
24 and brought them down here. And made it so that you're not, like
25 finding an open root or anything. I made it so everything

1 overlaps. And so, like the bottom plate was extra wide so that
2 the top plates sat on top of it, and then this bottom plate came
3 out of the boat there, so everything was a fillet weld. There was
4 no, like open roots or anything. And then, went down and
5 installed them, and did a -- put a root in it all around
6 everything. Everything fit up perfect, because I didn't have to
7 hand cut anything. It was all machine cut. So, it fit in there
8 great. So, I put in the root pass. I ground the top of that out
9 until there was no slag in there. Put in a hot pass, which
10 would -- if there was anything left, it would have burned it out.
11 And then I put in two -- I think we did, like two passes over
12 everything of 7018 low hy, and then performed a dye penetrant test
13 on it, and didn't have any leaks, because it wasn't hard to do.
14 And then, we put the deck back on and sealed it up.

15 Q. Okay, with everything being -- well, then you talk about
16 those overlaps.

17 A. Right.

18 Q. How much of an overlap did you have?

19 A. Plenty. So, like I think these -- do half-inch, yeah. I
20 think we put in half-inch plate, so I had, like three-eighths
21 sticking out or half an inch essentially. So, right there was a
22 good, like obviously, like this corner right there, and then, on
23 the inside of the boat, where I was welding, I had, like a good,
24 yeah, three-eighths to half an inch of material to do a little
25 weld right there.

1 Q. So, was there any welding outside the skin of the ship or all
2 this welding you did was from inside the void?

3 A. Now, so like this one right here, that's a big old fillet
4 weld right there, and then, everything, like on the back side of
5 that to the deck along there was a big old fillet. This was --

6 Q. So, it's on both sides.

7 A. Correct, yeah. And then, up here, this is -- I mean, this is
8 at the sub deck or I'm not even sure -- or the true deck, I guess,
9 because this would be the false deck. These had to be open. And
10 then, --

11 Q. And just for the recording, we're talking about the
12 transition going down onto the slope of the chute, the transition
13 from the deck to the chute.

14 A. Correct, yes.

15 Q. And that was open right there.

16 A. Right there.

17 Q. But everything else was fillet welded.

18 A. Correct.

19 Q. What about the transition from the chute to the side shell?

20 A. Right there, yeah, so it's overlapped and then sat on top of
21 the edge of the boat, so it was fillet weld on both sides.

22 Q. Okay.

23 A. So, on the inside where it comes down like this, yeah, fillet
24 weld right there. And then, I took and cut with a plasma torch
25 right along the edge of the boat.

1 Q. Okay.

2 A. And then, welded that in.

3 Q. So, you made it flush with the side shell and then --

4 A. Actually, I think I welded it first and then cut it.

5 Q. Understood. So, nothing was prefabricated in the shop. You
6 did all the welding right there on the boat.

7 A. Correct, yes.

8 Q. How did you access the void space, like the first time you
9 were on board?

10 A. Let's see, there's a -- oh, yeah, right there. So, there's a
11 hatch right there.

12 Q. Uh-huh.

13 A. Probably, like 15 feet away from where I was working. And
14 then, there's another access port up here in the forepeak where
15 you go down inside. And you can go in there, but I didn't go
16 through there, but you can see it from where I was working. And
17 then, had ventilation right there, but, yeah, I went through that
18 port.

19 Q. Is that the only spot you really went to on the boat?

20 A. Correct, yes.

21 Q. Okay. Kind of talk us through the condition of that space
22 and the area you were working in.

23 A. Everything was covered in clean paint. I mean, everything
24 looked great down there. There was nothing -- I didn't see any
25 corrosion or anything like that.

1 Q. Did you notice high water alarms or anything in that space?

2 A. High water alarm --

3 MR. M. BARCOTT: Bilge alarm.

4 MR. YOUNG: I didn't see any, because it goes from right
5 there -- it's not a sealed void, because it goes -- from right
6 here, it goes back into the engine room. So, but, yeah, I didn't
7 see any alarms in there.

8 BY LT [REDACTED]

9 Q. And that void runs all the way from the engine room to the
10 forepeak?

11 A. Correct, yes.

12 Q. Okay.

13 A. And I don't really know what a high water alarm looks like,
14 so I wouldn't necessarily be the one to ask.

15 Q. Just an old piece of machinery down in the bottom of the
16 bilge with wires coming out of it.

17 A. Oh, okay. I didn't see the -- yeah.

18 Q. Yeah, I mean, they all look different depending on design.

19 A. Gotcha.

20 Q. Okay. How long, start to finish, was this job? Can you
21 remember?

22 A. I think it took 5 days. It took me 2 days to cut everything
23 out and then I had -- after I fit everything out -- up and welded
24 it, I had another guy come help me with putting the false deck
25 back in, which was all welding above the chute there.

1 Q. And that was Hunter who was helping you out?

2 A. Correct, yeah.

3 Q. How many days was Hunter on the boat?

4 A. He was there for, I think two. We pulled a couple long days,
5 so it's kind of hard to tell whether it was two or three. But I
6 think it was 2 days, yeah, the last 2 days.

7 Q. And then, did you have any interaction with either Gary or
8 guys from the crew of the *Scandies Rose*?

9 A. Yeah, so there was Gary's son, David.

10 Q. Uh-huh.

11 A. And then, there was another kid on there. I can't remember
12 his name. He'd been friends with David for a while. They were
13 fire watch for us while we were working.

14 Q. Okay.

15 A. So, they were on there pretty much the whole time.

16 Q. In your interactions with them, did they -- you guys talk
17 about the boat at all, about upcoming trips or how the fishing was
18 or --

19 A. Not too much. I mean, I just kind of put my head down and
20 worked, so I didn't really talk to them too much.

21 Q. Anything else you can think of that sticks out in your mind,
22 you know, the time you spent on board, time with the crew, you
23 know, anything that you think would be of interest to us?

24 A. Not really. Yeah, I didn't really talk to the crew very
25 much. And, yeah, that I can think of.

1 Q. Okay. So, you walked us through all of the -- all your
2 welding procedures, how you went about it. Did you actually have
3 the procedures with you on board? Did you review those procedures
4 before you --

5 A. No, I mean, I do this process almost every single day, and
6 it's congruent with all of the -- like the processes. The same
7 with both of my certifications. So, I'm very familiar with it.
8 But, no, I did not have it with me.

9 Q. Can you talk through the materials themselves, especially
10 your welding rods? Like, how do you get the welding rods to and
11 from the site? Where do you get them from?

12 A. I keep them in a rod guard. It's a watertight canister, a
13 little plastic container with a rubber gasket on it, and keeps
14 them dry so that they're not -- because if they're wet, they don't
15 work. But usually just keep them in the truck or -- we were
16 burning through a lot of rods, so, we were pretty much just
17 grabbing it fresh from the store where they're, like hermetically
18 sealed at the shop, and then just bring them right down to the
19 boat and burn them that day.

20 Q. Okay. Now, do you leave them in your truck overnight? Where
21 do the rods go after a day's work?

22 A. After a day's work, I think anything that we hadn't burned up
23 we put up in the forepeak of the boat there. And that had a door
24 on it.

25 Q. Now, once all the welding was complete, you guys were happy

1 with the job. First, did you run into any issues or
2 complications?

3 A. No. I mean, yeah, like I said, everything was a fillet weld
4 and whatnot. There was nothing difficult about it.

5 Q. Did anyone come in and check your work or were you just kind
6 of running with it?

7 A. I think David had stopped by, because he was working on the
8 boat next door, just to see how we were doing and kind of look at
9 it, but that was about it.

10 Q. Was he happy with how it was going?

11 A. Yeah.

12 Q. So, once you finished everything up and it's looking good,
13 what do you do after all the welding's complete?

14 A. Yeah, so pretty much after you're put in a pass, I mean, you
15 wire wheel it clean, take all the slag off of it so you can look
16 at it, and everything looks good, clean up, pick up all your rods
17 and sweep up all the everything and give it a good look over, just
18 to make sure you're happy with everything, and then pack your
19 tools up and leave.

20 Q. So, then, it was all cleaned up and you did a visual
21 inspection. Can you talk me through how you inspected those?

22 A. Just looking for undercut, which would be, like a reduced
23 material thickness, cold lap, anything that would look like a
24 defect or something that would cause an issue or a leak or
25 anything. Like, which, I mean, we already did a leak test and it

1 passed, but you can still, like find things that you're not happy
2 with, which you'll grind out, repair. But just look along the
3 length of the weld, and, you know, anything you don't like about
4 it. But we've like, throughout working on it, I mean, looking at
5 every single inch, like constantly, and so, it's been looked at,
6 like 50 times.

7 Q. By yourself and by anybody else?

8 A. Yeah, and Hunter as well.

9 Q. Okay, what's Hunter's experience in welding?

10 A. He's a little bit -- I think he's one year behind me, so he's
11 2 years in now.

12 Q. Okay. You mentioned a leak testing. Can you talk me through
13 that?

14 A. So, that would be the dye pen test, so you take and get the
15 weld completely clean of slag and debris, and then, apply the
16 penetrant to the welded area and give it probably 5 minutes so
17 that -- I think it works through, like capillary action to suck
18 through. And it looks for any openings and whatnot, and then
19 seeps through the other side. Then you go on the back side with
20 developer, which is white. The dye penetrant is red and the
21 developer is white. And you spray the developer on the back side
22 of the weld, and then it shows up bright red on the white surface
23 there that's left any leaks.

24 Q. Okay, so where did you put the penetrant on?

25 A. Like every weld that was on a deck penetration. So, all of

1 these fillets and the outside. Everything that was between the
2 deck and the void, or the outside of the boat and the inside.

3 Q. And what side -- did you put it on the outside of the skin of
4 the ship or the inside of the skin of the ship?

5 A. The outside.

6 Q. The outside. And then, where did you put the developer?

7 A. The developer was all in the inside of the void there.

8 Q. And what's your process, when, you know, you told me you
9 clean up the area that's all welded and get everything clean
10 before you do this. And then, talk me through, like step by step,
11 what you do. Like put yourself on board right now. Like what are
12 you doing?

13 A. Sorry, from the beginning of the job or --

14 Q. From the beginning of doing your dye penetrant.

15 A. They dye pen, okay.

16 Q. Everything's cleaned up. Talk me through step by step what
17 you're doing.

18 A. Okay. Just kind of running along, like I pick up plates to
19 start with. I'll try to start uphill. So, I mean, the stuff
20 works. I've never used it trying to spray upwards, but I know the
21 stuff's pretty good so it'll work anyway, but I usually try to
22 give it the best chance to get through everything. So, I'll start
23 uphill anywhere and work my way down on both sides, and then come
24 across just to make sure I cover everything, make sure
25 everything's covered in red. And give it, 5 minutes, and then go

1 on the inside and spray the developer on there, and look over
2 everything, make sure it's completely coated. And if you find a
3 leak, you would have to grind into that spot until you're to clean
4 metal, you know, look for the defect, see if you can find it. And
5 then, go back over it with the same process that you used to weld
6 the whole thing out, and make sure it comes out clean and then
7 retest that spot. Does that answer?

8 Q. Yeah, no, definitely, appreciate it. Thank you very much,
9 Jordan. Where did you get that 5 minutes from? How do you know
10 how long --

11 A. Oh, I just point on my phone. I just use a timer.

12 Q. How do you know to wait 5 minutes?

13 A. On the back of the can it tells you to wait a certain amount
14 of time.

15 Q. Were you given any training in school for dye penetrant
16 testing or --

17 A. No.

18 Q. Just, like on the job?

19 A. Yeah.

20 Q. Who taught you how to do it?

21 A. Shoot, that was a while ago. I think it was Cooper or one of
22 the guys that used to work there.

23 Q. But somebody at Highmark?

24 A. Correct.

25 Q. Did Hunter witness the dye pen, too?

1 A. Yes, he did.

2 Q. Okay. Awesome. And then, did you guys have -- see any leaks
3 when you were doing the --

4 A. No.

5 Q. -- dye pen test? Okay. I think that's all I have for the
6 chute repair itself.

7 A. Okay.

8 Q. When you're in that void space, was there, like a lot of
9 built up rust or paint chips in the bilge or --

10 A. No, not at all. It was real clean in there.

11 Q. If you could, you know, compare it to other boats you've been
12 on, crabbers specifically, in the middle of the pack or one of the
13 nicer boats or --

14 A. I haven't spent a whole lot of time on the inside of
15 crabbers. I know, like above deck they're all pretty beat up,
16 because they are, like hauling pots around. Maybe that's why they
17 look so rusty on top, because it busts all the paint off. But
18 compared to other ones that I've been on on the inside, that void,
19 at least, because it doesn't see a lot of action, a lot of wear
20 and tear, that one looked real good.

21 LT [REDACTED] Bart, do you have any questions?

22 MR. BARNUM: Yeah, just a couple follow-ups off of Lieutenant
23 [REDACTED] questions.

24 BY MR. BARNUM:

25 Q. This is Bart Barnum, NTSB. From my notes here, how long --

1 if it took you 5 days to do the job, do you remember when you
2 finished? What day? When was that?

3 A. I can -- like a date?

4 Q. Yeah.

5 A. I can actually tell you right now.

6 Q. Are you looking at pictures on your phone?

7 A. Yeah, a picture that I took on my phone that records the date
8 that I took that picture. And it would be probably one of these.

9 LT [REDACTED] Are these the only two pictures you have or do you
10 have more?

11 MR. YOUNG: These are the only two that I have,
12 unfortunately. I had tried to take pictures on the inside there,
13 but it was too smoky to see anything, so --

14 LT [REDACTED] Do you traditionally take pictures of your work?

15 MR. YOUNG: Yes, so I have records for situations like this
16 or just for reference in the future.

17 A. I think November 24th was the day that I finished up, I
18 believe.

19 BY MR. BARNUM:

20 Q. We were talking about the NDT, the dye penetrant testing you
21 performed. Do you do that on all your welds, regardless of --

22 A. Not all of them, just anything that penetrates the outside of
23 a boat. So, yeah, anything that needs to be -- yeah, that
24 penetrates a boat.

25 Q. How often do those welds fail the test?

1 A. Not very often, because, I mean, we do this all the time and
2 you're pretty -- I mean, you want to be careful throughout the
3 entire process that you make sure it's good, that everything is
4 clean through every pass and whatnot. Occasionally, like you can
5 get, like a tight spot. I have seen where it was real difficult
6 to get in there and put in a pass properly where you might get a
7 leaker. But it's usually, like -- I can't remember the last time
8 that happened.

9 Q. Okay, so it didn't happen on this job.

10 A. No.

11 Q. It didn't fail at all. Didn't have to go back and miss any
12 spots and fix it?

13 A. No.

14 Q. My next question, we're talking to Cooper a little bit about
15 this void. I know you were in it. Could you tell me about the
16 types of hatches? Were they all open, and do you remember?

17 A. Yeah. So, that one had -- they were all bolt-on hatches, so
18 there's, like a combing that comes up with, like a phalange. And
19 then, you put a rubber gasket on there. And then there's the
20 hatch cover, which is cut right to the edge and bolts that go all
21 the way around, and then you can get a nut on the back side. So,
22 through bolted hatch covers. And just the two of them. That one
23 there went to the deck and the one up there in the forepeak, and
24 then, in here, there was no hatch to the engine room.

25 Q. So, for the record, there was no hatch from the void going

1 into the engine room.

2 A. Correct.

3 Q. It was just an open manhole.

4 A. Correct. Yeah, I'm trying to think if there was any kind of
5 a door or anything on there. I don't recall there being any kind
6 of a -- any way to close that right there.

7 Q. Did you transit that hatch at all? Or was it always this
8 main deck?

9 A. A couple times, because I had to run some extension cords
10 from the engine room, actually past the engine room, through here
11 to where I was working, 220 for my welder and plasma cutter, and I
12 crawled through there a couple times just to feed the cords.

13 Q. And the -- we were talking to Cooper earlier. He estimated
14 the length of the void being 50 feet. Would that be --

15 A. Yeah. Right about -- it's kind of tough to say. Cooper
16 would know better because he's more familiar with boats. But I
17 never took like a measuring tape, but --

18 Q. Yeah. And how wide would the void be?

19 A. Maybe like 4½, 5 feet wide maybe?

20 MR. M. BARCOTT: Could you (indiscernible)?

21 MR. YOUNG: I think so. It's kind of tough to remember, but
22 maybe not quite. Because I think my reach is like 6 foot, or
23 close to it. And I think I could touch both sides, yeah, so it
24 was within 6 feet.

25 BY MR. BARNUM:

1 Q. Do you mind just labeling this picture?

2 A. Yeah.

3 Q. A picture that Cooper had drawn, Jordan is labeling the
4 widths of the void.

5 A. We'll just call it 6 feet.

6 Q. And how about the height of the void?

7 A. The height, kind of like --

8 Q. Could you stand up straight in it?

9 A. No, not at all. I had to be crouching.

10 Q. But you weren't on your knees?

11 A. Yeah, it was kind of weird, because there was all the baffles
12 in there and the baffles just have these little holes that you
13 crawl through. But I think it was, like 4 feet tall, at least.

14 Q. Okay. And just write that on there. The hatches at the
15 forward and aft end of the void, could you estimate -- what was
16 the circumference of those? How big? Oblong?

17 A. Where is that. I think like 22-inch circumference.

18 Q. Okay.

19 A. I'm trying to think if there was anything different. There
20 were a couple of them. I think the one going into the forepeak
21 was slightly oblong, so it might have been -- I can't remember
22 what the diameter of a --

23 Q. Were they similar in size to the --

24 A. Yes.

25 Q. -- holes in the baffles as you went up?

1 A. Correct. Yeah, they were actually exactly the same size.

2 Q. Okay. From the main deck hatch into the void to the waste
3 trough, what was the distance?

4 A. I think it was four baffles, so like 10 or 15 feet.

5 Q. Would you mind labeling that?

6 A. Yeah.

7 Q. And you had mentioned the -- there was a gasket on the hatch
8 of the main deck.

9 A. Right.

10 Q. Do you remember the condition of that gasket?

11 A. I didn't remove it, so I don't know where it was at. But
12 I -- yeah, so I couldn't really attest to what shape it was in.

13 Q. When you completed your work and left the vessel, were these
14 hatches open or did you close them or did you see them being
15 closed?

16 A. I did not. We left it open because the deckhands were
17 performing fire watch. And thus, we had to leave it open, and we
18 had left by the -- before they shut them.

19 Q. The underwater epoxy that was used prior to your work, did
20 you see any other locations, whether it be in the void or while
21 you were working on board, that was being used --

22 A. No.

23 Q. -- to patch any --

24 A. No. (Indiscernible).

25 Q. You mentioned you didn't go down here this often. How did

1 you get down into the forepeak? Was there a hatch up here?

2 A. Yeah, so right -- let's see, like if this is the bulkhead
3 wall right here, there was a big hatch on the deck here that
4 opened up and so they could put gear in there. And so, they
5 opened up this occasionally for air flow. And then, there was
6 also a hatch hole right inside of this. There's a man door right
7 here, and a hatch hole, I think, like right in front of the door.
8 If you get down into this room and then over to, I think that
9 access port was more like right here to that void there.

10 Q. So, it wasn't at

11 A. The void doesn't run -- yeah, sorry, now that you mention it.
12 So, the void doesn't quite run all the way to this -- I'm assuming
13 that this wall right here, in my head, I imagined that this was,
14 like the bulkhead of the forepeak. But that's probably not what
15 he had in mind when he drew this.

16 Q. This hatch, how big was this hatch?

17 A. Probably 10 feet by 6 feet.

18 Q. And that was flush with the deck? How would that be closed?

19 A. Correct, yes. So, there is the, like the false deck and the
20 true deck. And it was flush with the false deck.

21 Q. Bolts?

22 A. I'm trying to remember how that -- I can't remember how that
23 one was, but I don't think it was bolted all the way around. I
24 think they were --

25 Q. Dogs or --

1 A. Yeah, I think it was dogs. But I can't recall, because I
2 never opened it or shut it myself. So, I never had to go through
3 the process.

4 Q. Was there a davit or a winch or the crane has to remove it?

5 A. No, it was on hinges. That's right, yeah, so it was on
6 hinges and you could open it up, so I imagine it was dogged
7 from -- I don't remember if it was -- probably from the inside, I
8 would imagine.

9 Q. And those were the only three ways into that void.

10 A. That I know of, yes.

11 Q. That you know.

12 A. Yes. Here, here, and -- yes, those were the only three ways
13 in there.

14 MR. BARNUM: That's all I have, thank you.

15 LT [REDACTED] Okay.

16 BY LT [REDACTED]

17 Q. So, you're saying through this big -- what did you say, the
18 10 by 6 in the middle here. Could you get from there to the void?

19 A. Not direct- -- so, they're, like this access port into the
20 void, he drew it there. I accidentally moved it over, because I
21 was imagining that this line right here was the bulkhead --

22 Q. Gotcha.

23 A. -- of the forepeak. But basically, if this was the access
24 port right here, you can go into the forepeak and then down
25 through a hole right there. And then, there's like this big room

1 underneath there that kind of encompasses -- I guess I could
2 probably draw it in for you. It was like kind of a gear locker,
3 and I think this area was locked. I don't know what was right
4 there. It was just a -- it was walled off right there. And then,
5 actually, this -- come through like this bulkhead. It was a
6 little longer between here. But, yeah, so this would be where
7 that hatch was. And there was a big gear locker down in here.

8 Q. Do they have the capability of maintaining watertight
9 integrity between all these spaces, like were there?

10 A. Yeah, so this -- between this wall and -- between this side
11 of the wall and that side of the wall, yes. There was a bolted
12 hatch cover right there.

13 Q. Okay. And were there hatch covers into, like the gear locker
14 space and --

15 A. That big hatch right there --

16 Q. Right.

17 A. Was the only way from outside of the forepeak in there.

18 Q. Okay.

19 A. And then, from the inside of the forepeak, there was that
20 hatch right there.

21 Q. And then, what was kind of the shape of this void space? Did
22 the side shell go straight up and down where the void space was or
23 was it coming in at a pretty sharp angle?

24 A. So, I think it looked like the boat has been -- or maybe
25 that's not what it was, but basic -- yeah, no, I think it had

1 been, because there were old, like port windows in the side, like
2 right on this wall right here. And so, this was straight up and
3 down to the ceiling, like right here. I think -- or, no, that was
4 probably the edge right there, because that weld was, like 4
5 inches off of the wall. So, straight up and down and then one
6 wall was sloped -- no, it wasn't sloped, because -- it was just
7 sloped right there where that was at. So, yeah, it come straight
8 across -- it was, like a rectangle, I guess. It was like 4 feet
9 taller than -- like 6 feet wide.

10 Q. Right. So, the whole void was rectangular shaped.

11 A. Correct.

12 Q. The side shell wasn't coming in and making it a big triangle.

13 A. Right, yeah.

14 Q. Understood.

15 LT [REDACTED] Daniel on the phone or Mike, do you guys have any
16 questions, anything to add?

17 MR. M. BARCOTT: This is Mike. And, Jordan, thank you. I
18 don't have any questions.

19 LT [REDACTED] Jordan, do you think there's anything we didn't
20 discuss or questions you feel like we should have asked during
21 this interview?

22 MR. YOUNG: Not really into anything that I did. No, I can't
23 think of anything.

24 LT [REDACTED] Okay.

25 MR. BARNUM: What are you hearing about the accident? What

1 do you, what do you think what happened?

2 MR. YOUNG: So, what I've heard is that, like I said, like
3 I'm not terribly familiar with boats, but just learned of this
4 recently is that it's kind of a shallow boat, like doesn't have a
5 real long keel on it. And that with all that, has a lot of room
6 to stack all those pots up top and it was pretty tall. That the
7 bottom of the boat doesn't come down very far, that it iced up up
8 here so that all of these crab pots that can catch spray, and that
9 spray will freeze on any surface. There was a lot of surface area
10 for all that stuff to ice up.

11 And basically, it was crab pots. I'm assuming that they were
12 full of crab pots like that, caught a bunch of ice and they
13 weren't able to chip it off, because otherwise you just have to
14 throw the whole pot off, I'm guessing. And that became a huge
15 weight up top there, became extremely top heavy and it rolled over
16 is what was explained to me. That seemed to make the most sense.

17 LT [REDACTED] Jordan, we really, really appreciate your time.
18 I'll give you my card here, and if anything comes up that you
19 think of later on or you hear something or something pops in your
20 head in the middle of the night, please give us a call any time.
21 Again, we're trying to get as much information as we can.

22 MR. YOUNG: Right.

23 LT [REDACTED] Especially into the condition of the boat.

24 MR. YOUNG: Right.

25 LT [REDACTED] Or if you think of some interaction you had with a

1 deckhand or the captain or somebody that might have pertinence, no
2 matter how minor you think it might be. Sometimes it can really
3 help play into our timeline as we put things together.

4 But, yeah, if you don't have any questions for us or anything
5 else to add, I think we can wrap this up. All right, we're going
6 to go ahead and conclude the interview.

7 Did you have something, Mike?

8 MR. M. BARCOTT: No, I was just going to say thank you to
9 Jordan, and then, I wanted to chat with you briefly about some
10 scheduling for tomorrow.

11 LT [REDACTED] Sounds good. We'll go ahead and conclude the
12 interview. We are turning off the recorders now.

13 (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 Jordan Young

ACCIDENT NO.: DCA20FM009

PLACE: Kodiak, Alaska

DATE: January 4, 2020

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



Wendy C. Cutting
Transcriber