

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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In the matter of:

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SINKING OF THE CFV *EMMY ROSE* WITH
LOSS OF LIFE, OFF THE COAST OF
PROVINCETOWN, MASSACHUSETTS,
ON NOVEMBER 23, 2020

Accident No.: DCA21FM007

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Interview of: IAN MAYO, Shoreside Crane Operator
Mayo Enterprises, LLC

Sector NNE, South Portland, Maine

Tuesday,
December 8, 2020

APPEARANCES:

CDR [REDACTED]
U.S. Coast Guard

CWO [REDACTED]
U.S. Coast Guard

[REDACTED], Investigator
U.S. Coast Guard

BRIAN YOUNG, Investigator
National Transportation Safety Board

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I N T E R V I E W

1
2 CDR [REDACTED]: I'll just read to you basically --

3 MR. MAYO: Sure.

4 CDR [REDACTED]: So in accordance with the Privacy Act, Title 5
5 U.S. Code 522(a), the following information is provided to you
6 when supplying personal information to the U.S. Coast Guard.
7 Again, the authority for us is 46 U.S. Code 6301 and Title 46 U.S.
8 Code of Federal Regulations Part 4, which authorizes us to collect
9 this information.

10 The principal purpose of this information is the requested
11 information is gathering facts to determine causes surrounding
12 marine casualties. This information assists in promoting the
13 safety of life, property, and the protection of the marine
14 environment through preventing reoccurrence of accidents. Marine
15 casualty information is needed for the Coast Guard investigations
16 of vessel casualties involving death, injuries, vessel damage,
17 property loss, and data reports as mandated by Congress.

18 Information gathered is also used to determine whether new or
19 revised safety initiatives are necessary. The information
20 gathered may also be disclosed under the Freedom of Information
21 Act via a written request.

22 Do you have any questions?

23 MR. MAYO: None whatsoever.

24 CDR [REDACTED]: All right. With that said, we'll kick it off.

25 [REDACTED] has the first set of questions for you.

INTERVIEW OF IAN MAYO

1
2 BY CWO [REDACTED]:

3 Q. Hey, how are you doing?

4 A. Just fine.

5 MR. YOUNG: If you don't mind, [REDACTED], just introduce for the
6 recording, everyone.

7 CDR [REDACTED] Yes, yes. I'm sorry. Again, for the recording,
8 we have to introduce ourselves and spell out our last names. So
9 this is Commander [REDACTED], last name [REDACTED].

10 CWO [REDACTED]: Chief Warrant Officer [REDACTED],
11 [REDACTED].

12 MR. [REDACTED]: [REDACTED]

13 MR. YOUNG: Brian Young, NTSB, Y-o-u-n-g.

14 CDR [REDACTED]: And if you can just introduce yourself.

15 MR. MAYO: Ian Mayo, M-a-y-o.

16 CDR [REDACTED]: Okay, [REDACTED], sorry. Take it from the top.

17 BY CWO [REDACTED]:

18 Q. Okay, yeah. So I'm just going to be asking you some basic
19 background questions.

20 A. Sure.

21 Q. So can you kind of describe to me your background with crane
22 operations?

23 A. Yeah, yeah. So where do I begin? I started back in 2015,
24 August of 2015, and I grew up on the water and my father was a
25 fisherman for a long time. We own a pier in Portland. We have

1 draggers ourselves, so I've always been in the fishing community.
2 Went to college, came back from college, and I was just working
3 for my dad in his shop and he had this tiny little crane, I used
4 that just to help; favors, run guys in town, just doing odd jobs
5 with the crane. I would set up my crane next to the boat, next to
6 a sturdy dock, and I would lift their gear on and off safely so
7 they could do it safe.

8 So over the next 5 years, I just -- the need for my crane in
9 town for the fishermen was huge, there were no other crane
10 companies that would -- I don't want to say cater to the fishermen
11 because if someone called, I'm sure they would show up, but I was
12 just in town, everybody knew who I was and they called me. And I
13 wasn't trying to get rich, I just kind of did it to pay for the
14 crane and I would offload all their gear, as much as possible, and
15 I've done that for the past -- yeah, since 5 - 5 years now.

16 Q. Wow. So with your family owning commercial fishing vessels,
17 have you ever gone out and done commercial fishing yourself?

18 A. I have.

19 Q. You have.

20 A. Yeah.

21 Q. How long did you do commercial fishing for?

22 A. It was just I'd hop on the boats, basically, in high school,
23 a trip here and a trip there, not much. Yeah, I love fish, I
24 would go tuna fishing all summer and stuff, but groundfishing,
25 there's no social life, so I stayed on land.

1 Q. Okay. And what is your role with the *Emmy Rose*?

2 A. I know the owner, Rink Varian, I've known him for about 5
3 years now, yeah, pretty much. And when I started my little crane
4 company back then, I started doing work for Rink before he owned
5 the *Emmy Rose* whatsoever, in the yard, because he would have nets
6 here and there and I would set up my crane in the desert, which is
7 right next to the Fish Exchange, and I would flake out all their
8 nets and that was a pretty simple job. And so over the years,
9 Rink's used me for small metal work jobs, welding and whatnot and
10 mainly the crane stuff.

11 Q. What kind of welding jobs would he have you do?

12 A. Oh, just the ballards (ph.) would just need welding around
13 there or if he had a crack in some -- one of the adjustment plates
14 on the net reels, I could weld up that. I wouldn't do anything --
15 take on anything major, just easy, small, simple things.

16 Q. Okay. And approximately how many jobs have you done on the
17 *Emmy Rose*?

18 A. He got that boat in '19, obviously '19. I don't remember
19 when exactly he got it, but I would say two to three times over
20 the summer and then I had about two more times in the -- in the
21 spring. So maybe five, six, I would ballpark it. I'd have to go
22 through my QuickBooks.

23 Q. Okay. All right. And can you -- let's see. So on November
24 5th you were there. Can you tell me what you were doing with the
25 *Emmy Rose*?

1 A. Yeah. Rink called me, he wanted to do -- swap out his couple
2 set of doors he wanted to swap out and then they had a net they
3 wanted to take on and off the boat, but that didn't end up
4 happening. I can't remember. Did that happen that day? I know I
5 was there for the doors. The net was also on -- we had Bart's
6 boat right next to it in the photo, which Bart's got all the same
7 colored boats, so I can't remember if that's the *William Lynn*,
8 *Lynn William*, or *Patriot*, I don't know what boat that was.

9 But the goal was to get both of Bart's boat there and Rink's
10 boat there so I can just set up once with my crane on the desert
11 and we wanted to swap both port/starboard side doors on the *Emmy*
12 *Rose* that were already on them, pull them off, get a different set
13 of doors, we picked them up and then we set them on the boat and
14 then once I was done with him, we set up on Bart's boats and I
15 swapped doors for them, as well.

16 Q. Okay. And was this typical, was this typical to swap out the
17 doors?

18 A. Very typical, yes.

19 Q. Okay.

20 A. Very normal. They would -- a lot of guys in town will swap
21 nets and it's whether they're using a flounder net or a two-legged
22 net or whatever type of nets for whatever type of fishing that
23 they're doing, whether if it's redfish, flounders, or whatnot. So
24 they'll normally call me two, three times a month and I'll swap
25 out doors and nets for them. Very normal.

1 CWO [REDACTED]: Okay. I don't have any further questions.

2 BY MR. [REDACTED]:

3 Q. Okay. I was just going to ask you some questions about the
4 job that you actually did on the 5th --

5 A. Yeah.

6 Q. -- of November. Have you ever been on the *Emmy Rose* at all,
7 like physically on the boat?

8 A. Yes, once when he first got it and I did a walk-through with
9 him and that was the only time I've ever physically set foot on
10 that boat.

11 Q. Okay. As a commercial fisherman yourself, did you happen to
12 notice anything about the *Emmy Rose* --

13 A. No.

14 Q. -- its condition, the way it was --

15 A. No. I noticed that the inside was unbelievable, really nice
16 compared to kind of how they are, because most of the
17 groundfishing boats in the fleet are 20, 30, 40 years old, in that
18 ballpark. I know that this boat was previously owned by
19 Carlos Rafael and so when it came up here, I noticed the colors
20 immediately so I knew it was a Carlos boat and then Rink told me
21 he had bought it. Otherwise, that was a really nice boat. And
22 Rink is the type of guy that if his groundfishing boat needs 5,
23 \$10,000 for the boat to be repaired, he was on top of it.

24 Q. Okay. When you said you did a walk through the boat, did you
25 just go on the main deck, did you go into the engine room, the

1 lazarette, anything else?

2 A. Oh, yeah. I mean, I didn't go as far as the lazarette.

3 Q. Okay.

4 A. But I checked out the wheelhouse, the deck, I just looked in
5 the fish hold, checked out the engine room and that was pretty
6 cool and -- but that was when he first got it, though.

7 Q. Okay. On the 5th, the day that you did the job, who was at
8 the vessel?

9 A. Bobby Blethen. Jeff Matthews had showed up in the afternoon.
10 Rink showed up probably halfway through the job. And then there
11 was a crew on -- I don't remember the crew on Bart's boats. And
12 I've never met the kid, Ethan Ward, but he was there. Yeah, it
13 was their full crew.

14 Q. Okay. When you say Bobby Blethen, you mean -- is that the
15 junior or the senior?

16 A. Oh, yeah, because his dad is Bobby Blethen, Sr. Junior, the
17 captain of the boat.

18 Q. Okay.

19 A. Yeah.

20 Q. Okay. And who actually contacted you to do the job?

21 A. Rink.

22 Q. Rink, okay. And what type of doors were they? Was there a
23 special, like a model, a size, a brand?

24 A. Yeah, they're very specific, but Rink is a very experienced
25 guy, so I never really ask.

1 Q. Okay. And how did you get the new doors, the ones that he
2 actually wanted placed on the boat?

3 A. How did --

4 Q. Did you go pick them up from somewhere?

5 A. Oh, no.

6 Q. Were they already there?

7 A. Usually Rink's -- Rink and Bart are actually awesome about
8 when I do crane jobs for them. So Rink will always bring his gear
9 via the boat trailer, so I set up once, I take everything off his
10 trailer and I set it on his boat and I take everything off his
11 boat and I set it on his trailer and --

12 Q. Okay.

13 A. -- it's a very quick show.

14 Q. So the doors were already on scene?

15 A. Yeah.

16 Q. You just needed --

17 A. I just swapped.

18 Q. Okay. The old doors, did you take them away or did you just
19 put them back on shore and then he took them?

20 A. Yeah, I set them back on his trailer.

21 Q. Okay, do you know where he would've taken the old doors?

22 A. No, I never really ask.

23 Q. Okay.

24 A. I don't care.

25 Q. Okay. And when you put the new doors on the vessel, how were

1 they attached?

2 A. When you say how they are attached, what do you --

3 Q. Did you place them on the boat and then hook them up or did
4 the crew do that?

5 A. I'll show up and the crew always kind of does their own show,
6 so they're all over the place, and I'm the licensed experienced
7 crane operator, so I just kind of -- I usually try to hook
8 everything up and tell them how I want to do it and then when it's
9 on the boat, I'll just have them, when I release the pressure,
10 undo everything.

11 But the doors have chains that -- that get wrapped all the
12 way through them and that's how they tow with them. So I'll go to
13 the shortest chain and I'll inspect it and if it looks good, I'll
14 hook it up into that chain or I'll hook it up -- a lot of doors
15 will have a little window on the top of them and that's just -- I
16 usually put my hook right through there and it's part of the door
17 and it balances almost perfectly that way. So I'll hook it up
18 that way and then I'll set it on the boat and once I release
19 pressure, I'll just tell the guys to unhook the hook.

20 Q. And that's on the inside of the boat, not on the outside of
21 the boat? The exterior of the hull versus the interior of the
22 hull.

23 A. Oh, yeah, yeah, yeah. So interior of the hull.

24 Q. Okay.

25 A. And then when they're towing, you put them on the exterior --

1 Q. Okay.

2 A. -- of the hull, yeah. No.

3 Q. Okay. Looking at the old doors, the ones that you took off,
4 what was the condition of them?

5 A. Normal.

6 Q. Okay.

7 A. If that's an answer, because most of the doors -- I mean,
8 from -- also in groundfishing boats, they're always -- you get
9 them when you buy them brand new and they're always either painted
10 or just fit-out steel and then just rust over time.

11 Q. Um-hum.

12 A. Obviously, they're in the saltwater. So every door I've ever
13 seen is just always rusted and --

14 Q. Okay.

15 A. -- they're always different designs, different flukes,
16 different steel that kind of goes to how they're made and they're
17 all just -- they tow differently. So if Rink's swapping out a
18 net, he's swapping out his doors so the doors are pulling the net
19 the correct way that he wants them. So as far as the condition, I
20 mean, they looked pretty normal.

21 Q. Okay. And the condition of the new doors, were they brand
22 new doors or --

23 A. No, he's used them before, they're -- yeah.

24 Q. Do you know where he got them from?

25 A. No.

1 Q. Did he take them from another vessel or --

2 A. I never really ask just because, again, I mean, you know,
3 Rink hires me just to pick them up --

4 Q. Right.

5 A. -- and set on the doors. Sometimes I'll make small talk with
6 him as far as that, but I don't -- usually I just think that he's
7 getting them from a yard or something. Or his shop, you know. I
8 don't really know.

9 Q. And the new doors, were they rusted as well, the condition?

10 A. Yeah, I mean, the condition looked fairly good. They had
11 that rust color to them is what I mean.

12 Q. Yeah, yeah.

13 A. But the condition of them looked normal.

14 Q. Okay.

15 A. Nothing was out of place.

16 Q. Did Rink ever tell you why he was switching out the doors?

17 A. No. Again, I don't usually ask and if he says hey, I need
18 this, this and this, I say yes, sir, and that's it.

19 Q. Okay. When you were at the boat that day, did you see any
20 other work going on, any other maintenance, hot work, anything?

21 A. No, nothing specific. We were just trying -- I mean, I can't
22 remember if they had the nets spilled on deck because a lot of
23 times they'll undo the net reel and put it on deck and then they
24 can mend it. I think half the net might've been on deck. But
25 most of the time I show up, I deal with the doors and I'm out of

1 there, I'm on to my next job.

2 Q. Okay. How long do you usually spend on scene doing a typical
3 job like this?

4 A. Forty-five minutes to an hour and a half depending on how
5 everything goes.

6 Q. Okay. For the *Emmy Rose* specifically, do you remember?

7 A. That was right about an hour.

8 Q. An hour?

9 A. Yeah.

10 MR. [REDACTED]: Okay, I don't have any further questions.

11 BY MR. YOUNG:

12 Q. This is Brian Young with the NTSB. Just two or three quick
13 questions.

14 A. Sure.

15 Q. While you were working on the *Emmy Rose* that day, the 5th,
16 any chance you might've taken any pictures or videos while you
17 were working?

18 A. I took two photos.

19 Q. Any chance you might want to share them with us?

20 A. Yeah, I sent them to [REDACTED], too. I was curious if you guys
21 had gotten them. Do you guys already have them?

22 CDR [REDACTED]: We have them.

23 MR. MAYO: Okay. So those are the only two photos I took
24 that day. I have other -- I might have one or two other photos of
25 the *Emmy Rose* and my crane, again swapping doors, but that was

1 back in July, August.

2 MR. YOUNG: And if you do have them, anything you can
3 provide, you know, to show us --

4 MR. MAYO: No, I can send those guys -- I don't have any of
5 yours, you guys, I only have Kevin's number. I'll get your number
6 now.

7 CDR [REDACTED]: Yeah, I'll give you my card and --

8 MR. MAYO: Okay.

9 CDR [REDACTED]: -- you can e-mail.

10 MR. MAYO: Because I can just attach those two extra photos.

11 MR. YOUNG: Okay, yeah, anything so we can kind of
12 understand --

13 MR. MAYO: No problem.

14 MR. YOUNG: -- the layout, you know.

15 MR. MAYO: Totally.

16 MR. YOUNG: Thanks.

17 MR. MAYO: Thank you.

18 BY MR. YOUNG:

19 Q. You said previously you've worked with the *Emmy Rose* a few
20 other times. Was it always crane work that you were doing?

21 A. For the *Emmy Rose*, yes.

22 Q. Yeah. And was it typically changing doors out?

23 A. Changing doors, swapping nets. His other boat, *Sea Rambler*,
24 has some old -- had some Bayards (ph.) on them before, so I
25 swapped that out for the *Sea Rambler*. But otherwise, the *Emmy*

1 Rose was, when he got it, pretty much turnkey, so I was always
2 swapping -- no other equipment had been moved except for nets and
3 doors that I was doing.

4 Q. Okay. And do your cranes have any sort of dynamometer on
5 them telling you the weight of the items you're lifting?

6 A. Yeah, LMI, load moment indicators and -- yeah.

7 Q. And I know it's several weeks ago, but did it catch your
8 attention that maybe the new doors were very much heavier than the
9 ones you took off or did they seem about the same or would you
10 know this information?

11 A. Yeah, so most -- I mean, I can't remember specifically of the
12 doors that I had swapped that day, but most of the doors are right
13 within that 1,500-pound mark because most of the size of the
14 vessels that I work on all, they kind of -- they all had very
15 similar sized doors, different designs, but they're all within
16 that 1,506 -- I mean, if you would ballpark it, it would be
17 anywhere between 1,300 to 800, right in that ballpark for the
18 doors.

19 Q. And on the last time you worked the *Emmy Rose*, would that be
20 fair to say they were in that range, too?

21 A. A hundred percent --

22 Q. There's nothing abnormal with these doors?

23 A. No. No, very normal.

24 MR. YOUNG: That's all the questions, thank you very much, I
25 have.

1 BY CDR [REDACTED]:

2 Q. Commander [REDACTED] here. Just a couple questions to follow up.
3 You mentioned you did some small hot work, welding. Any exterior
4 hull work or anything like that?

5 A. No, I would -- no, I would never put myself in that position.

6 Q. Okay.

7 A. And I have never done any work as far as welding onto the
8 *Emmy Rose*.

9 Q. Okay, Roger that. And then you mentioned Bart's boats.

10 A. Yeah.

11 Q. Which boats are you referring to?

12 A. Bart McNeel, who owns the other -- the *Patriot*, the *William*
13 *Lynn*, the *Lynn and William*, and so his boats are always in town,
14 too, so I do a ton of work for him, as well.

15 Q. And the next question, you said in July of this year you did
16 -- you swapped the doors for the *Emmy Rose*, as well?

17 A. Yeah.

18 Q. Okay.

19 A. Correct. And I have those photos, as well.

20 Q. Okay.

21 A. I don't really know if it's July, it's on the photos.

22 Q. Okay. Yeah, if you can send those --

23 A. No. Yeah, yeah, I can text it to you.

24 Q. And it was a similar job, just they were there and you just
25 moved them on?

1 A. Yeah, and that's Rink at the -- Rink's here. That's Rink at
2 the -- on November 5th, that was the desert and back in July,
3 August or whenever it was in the summer, that was at Vessel
4 Services and the same concept, he showed up with the trailers,
5 showed up with the trailer with the doors on it. I pulled the old
6 ones off, put the new ones on, and that was it.

7 Q. And then the next question, you mentioned that you have done
8 some commercial fishing, groundfishing. Did you ever fish on a
9 vessel like the *Emmy Rose*?

10 A. My father owns, and which I manage, *Capt'n Jake* and *Capt'n*
11 *Mark*, we have *FV Scout* (indiscernible), but the *Jake* and *Mark* are
12 groundfishing boats and *Emmy Rose* is 80, 88.

13 Q. Eight, yeah.

14 A. In that ballpark. And we have 75- to 76-foot groundfishing
15 vessels, so very, very similar. Our boats fish right near *Emmy*
16 *Rose* sometimes, so --

17 Q. Okay. And then you mentioned, too, you did a quick kind of
18 deck walk, engine room walk. You mentioned, you said the engine
19 room was pretty neat. What did you mean by that?

20 A. Just how the whole engine room was just laid out, I mean, it
21 just -- it was a new boat, I mean, to Rink it was a new boat and
22 everything just looked very organized in the engine room, clean.
23 I liked the layout of the vessel, but that was when he had first
24 purchased it.

25 Q. Anything unusual that's not traditionally laid out, it was

1 just --

2 A. Not to my knowledge, no, because every boat is always
3 completely different and I was thinking well, if it's designed
4 that way, it's designed that way, but it was a very nice interior,
5 the wheelhouse was nice, engine room looked great, and I was
6 pretty impressed with the boat.

7 Q. Great. A final formal question I have for you is just what
8 are your thoughts on the *Emmy Rose* sinking? What do you think
9 might have caused --

10 A. Obviously, I don't have all the information probably as you
11 guys do or what you guys are looking for. From what I go off of,
12 what I know when I talk about it with my friends and hearing what
13 I hear in the news, it's kind of weird because I didn't read
14 anywhere that there was no mayday call or anything, which is
15 weird. It's also weird that they were coming in and it's 1:00 in
16 the morning, correct? Okay. I just want to make sure I have
17 everything right.

18 But they were coming in, they were going offload at 6:00.
19 The weather was iffy, I guess 20 knot winds is what I read, so I
20 mean for that boat, it doesn't seem out of the normal. That
21 boat's pretty hefty and she can take on some weather, so I didn't
22 -- you know, nothing seemed out of the normal. The only other
23 thing I heard, it was foggy that morning. I have a buddy down
24 there who's lobstering, offshore lobstering, and he said he was
25 steaming out that morning, actually, and he just said it was thick

1 fog. Other than that, it's just -- it's odd. I would hope that
2 there was a mayday call, but it doesn't sound like there was.

3 BY MR. [REDACTED]:

4 Q. When you say down there, where do you mean?

5 A. Oh, I'm sorry, Gloucester.

6 Q. Okay.

7 A. Yeah.

8 Q. Fishing out of Gloucester --

9 A. Yeah, he's fishing out of Gloucester.

10 MR. [REDACTED]: Okay.

11 BY MR. YOUNG:

12 Q. Are the *Capt'n Jake* and *Capt'n Mark* more here in Portland or
13 do they operate out of -- the boats your family owns?

14 A. Yeah, yeah, so they -- we operate out of Portland, we land
15 fish in Boston and then they steam back up here for repairs. We
16 just get better prices down in Boston.

17 Q. How similar would you say those are to the *Emmy Rose*?

18 A. Vessel wise?

19 Q. Yeah. Layout and design and fish holds, is it --

20 A. *Emmy Rose* is a little bigger, a little bit wider. I mean, I
21 have photos of the *Jake* because it's kind of hard to explain, we
22 have a Washburn & Doughty built, where the wheelhouse is all the
23 way forward as that. Very, very high bow with a cut deck. So I
24 mean, a different setup. We have -- *Emmy Rose* has port and
25 starboard net reels and then I think we have forward and back net

1 reels and -- but we carry two nets, they carry two nets. I mean,
2 really, otherwise that's the same layout.

3 CDR [REDACTED]: That's all the questions I had for the board.
4 Anyone, any questions? There's a question in the back? No?
5 Okay, all right. Well, that concludes the formal board. You can
6 go ahead and stop the recording and --

7 MR. MAYO: An investigation like this takes --

8 CDR [REDACTED]: Yeah. So that's one of the closing things I do.
9 Usually, right now we're in the preliminary stage of the
10 investigation, so just gathering statements, collecting evidence.
11 Usually anywhere from like 9 months to a year.

12 MR. MAYO: Wow.

13 CDR [REDACTED]: Depending on just collecting all the information,
14 doing analysis and, you know, looking at different resources we
15 can get to potentially maybe go down to the vessel. We'll see
16 what happens.

17 MR. MAYO: Yeah.

18 CDR [REDACTED]: Yeah, probably not. Preliminary investigation
19 report may be in 9 months and then to clear our various
20 supervisors, it might be another 3 months.

21 MR. MAYO: Yeah.

22 CDR [REDACTED]: We're looking at about a year.

23 MR. MAYO: The results that you guys find throughout your
24 investigation become public information?

25 CDR [REDACTED]: It does, yeah.

1 MR. MAYO: Just I'd like to know, you know.

2 CDR [REDACTED]: Yeah, you can do a FOIA request. We'll probably
3 end up releasing some stuff in the media and I'm sure it will
4 become part of the public record.

5 MR. MAYO: Yeah.

6 MR. YOUNG: And from my side with the NTSB, we'll put out a
7 report released to the public on our website.

8 MR. MAYO: Yeah. And then I have another question.

9 CDR [REDACTED]: Sure.

10 MR. MAYO: With the information that you guys find, how do
11 you guys go about in making adjustments for the future for safety
12 in other boats or how does that work?

13 CDR [REDACTED]: Yeah, we would come up with safety
14 recommendations, so either regulatory changes to, you know, the
15 Code of Federal Regulations, how fishing vessels are regulated.

16 MR. MAYO: Yeah.

17 CDR [REDACTED]: And maybe training, safety, that's usually our
18 primary thing to change the way the industry operates.

19 MR. MAYO: Got you. Being a boat owner, I just --

20 CDR [REDACTED]: Yeah.

21 MR. MAYO: -- kind of stay up on it, there's a lot going on
22 these days, so --

23 CDR [REDACTED]: Um-hum.

24 MR. MAYO: Cool.

25 (Whereupon, the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SINKING OF THE CFV *EMMY ROSE* WITH
LOSS OF LIFE, OFF THE COAST OF
PROVINCETOWN, MASSACHUSETTS,
ON NOVEMBER 23, 2020
Interview of Ian Mayo

ACCIDENT NO.: DCA21FM007

PLACE: Sector NNE, South Portland, Maine

DATE: December 8, 2020

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been compared to
the recording accomplished at the hearing.



David A. Martini
Transcriber