

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation 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: WILLIAM "BILL" SCHIEFER, Stepfather of Jeff
Matthews
JOE MATTHEWS, Brother of Jeff Matthews

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

LT [REDACTED] Attorney
U.S. Coast Guard

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BRIAN YOUNG, Investigator
National Transportation Safety Board

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I N T E R V I E W

1
2 CDR [REDACTED] Start recording. All right, good morning. This
3 is Commander [REDACTED] [REDACTED] [REDACTED]. I'm the lead investigating
4 officer for the formal marine casualty investigation into the loss
5 of the *Emmy Rose*. We have Mr. Schiefer here with us today to do
6 an interview.

7 Mr. Schiefer, I just have to disclose some privacy act
8 information to you, so in accordance with the Privacy Act, Title 5
9 U.S. Code, the following information is provided to you when
10 supplying personal information to the Coast Guard. So under U.S.
11 Code 6301 and Title 46 Code of Federal Regulations Part 4, it
12 authorizes the collection of information. So the Coast Guard uses
13 the requested information in gathering facts to determine causes
14 surrounding marine casualties. The information assists in
15 promoting the safety of life at sea, property, and the protection
16 of the marine environment for preventing reoccurrences of
17 accidents.

18 Marine casualty information is needed for Coast Guard
19 investigations of vessel casualties involving death, injuries,
20 vessel damage, property loss, and data reports as mandated by
21 Congress. Information gathered is also used to determine whether
22 new or revised safety initiatives are necessary. The information
23 gathered may also be disclosed under the Freedom of Information
24 Act, FOIA, via a written request.

25 Do you have any questions about this disclosure?

1 MR. SCHIEFER: No.

2 CDR [REDACTED] Okay. With that said, we'll go into the
3 interview, then.

4 MR. SCHIEFER: I don't know what kind of information I can
5 give you, but I'll do what I can.

6 CDR [REDACTED] Outstanding, that's all you can do. Thank you.

7 CWO [REDACTED] Do we need to do introductions?

8 CDR [REDACTED] Yes, we'll do introductions and spell everyone's
9 name out. So again, this is Commander [REDACTED] [REDACTED].

10 CWO [REDACTED] Chief Warrant Officer [REDACTED] [REDACTED]

11 [REDACTED].

12 MR. [REDACTED] [REDACTED] [REDACTED] [REDACTED], investigating officer.

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

14 CDR [REDACTED] And then, Mr. Schiefer, if you can just introduce
15 yourself and spell --

16 MR. SCHIEFER: I'm Bill Schiefer. I'm Jeff Matthews's
17 stepdad.

18 CDR [REDACTED] And how do you spell your last name?

19 MR. SCHIEFER: S-c-h-i-e-f-e-r.

20 CDR [REDACTED] Great, thank you. Go ahead.

21 INTERVIEW OF WILLIAM SCHIEFER

22 BY CWO [REDACTED]

23 Q. Okay. So, Mr. Schiefer, I'm just going to ask some
24 background questions. Can you tell me how long Mr. Matthews was
25 involved in the commercial industry?

1 A. Twenty, 25 years, 30 years, somewhere in that area there. He
2 was a lifer.

3 Q. He was a lifer.

4 A. Yeah.

5 Q. And how many boats do you think he has been on?

6 A. Roughly, let's see, one, two, three -- probably between eight
7 and 10.

8 Q. Eight and 10 boats. And on those boats did he typically hold
9 the same position for each one?

10 A. Yeah, he was (indiscernible). Except when he --

11 Q. What position?

12 A. Except when he first started out.

13 Q. What position did he --

14 A. He was a deckie.

15 Q. -- hold?

16 A. Oh, he was right below the captain. First mate or whatever
17 that was.

18 Q. And did Mr. Matthews do any type of training prior to when he
19 first started doing commercial fishing?

20 A. As per se?

21 Q. Did he do like any formal training that you know of, maybe
22 some classes or was it all just learned on the boat?

23 A. Acquired on a boat.

24 Q. It was all learned on the boat.

25 A. Yeah. His original dad was a lobsterman, so he just --

1 Q. Okay.

2 A. All their lives.

3 Q. Yeah. How many trips did he typically take each month?

4 A. Each month. Probably two, three. They like doing back-to-
5 backs.

6 Q. Did they?

7 A. Yeah. And he's worked out of here, he's worked out of New
8 Gloucester or Gloucester and he's worked out of New Bedford. He's
9 pretty much a done-it-all.

10 Q. When he would get underway on these trips, would he ever
11 reach out to you, communicate with you while he was under way?

12 A. Yeah, he'd call once in a while and so forth, you know, let
13 us know when he was coming back, going out.

14 Q. Did he call you on this last trip?

15 A. Yes, he did.

16 Q. When did he call you?

17 A. It was probably between midnight and 12:30.

18 Q. On which day?

19 A. Yeah, the date of the sinking.

20 Q. What did he say, what was the conversation?

21 A. Our conversation was about buying a part, he wanted to know
22 if I had ordered a part for his four-by and then all of a sudden
23 he just said I got to go, something happened, and that was it.
24 Never heard from him again until you guys contacted us.

25 Q. And he didn't say anything else after the --

1 A. No.

2 Q. -- I got to go?

3 A. That was it. All we mainly talked about was the clutch
4 assembly for his 4x4.

5 Q. Okay.

6 A. And let me see what else. He did say they was coming in to
7 Cape Cod, they was heading towards Cape Cod. I thought they would
8 be going into Gloucester, but I don't know if he's got to go that
9 -- by that way or what.

10 Q. Is that typical for them to go to -- to go to Cape Cod?

11 A. Not really. They'd go there every once in a great moon or by
12 their way or -- they unloaded their fish in Gloucester. Being 20
13 miles out, I'm sure they was heading -- coming in from someplace.

14 CWO ██████ Um-hum. Okay. I don't have any further
15 questions right now. Thank you.

16 BY MR. ██████

17 Q. Mr. Schiefer, I'm going to ask you some questions about the
18 *Emmy Rose* specifically and how it related to Jeff Matthews, if he
19 ever discussed any of these issues with the *Emmy Rose* with you.
20 If you don't know, then I understand you might not know these
21 answers. Do you know how many trips Jeff took on the *Emmy Rose*?

22 A. Let's see. In the past few months, probably three, four.

23 Q. Okay. And you said earlier that Jeff was typically the first
24 mate or directly underneath the captain, was that so on the *Emmy*
25 *Rose*, as well, he held that position?

1 A. As far as I know, yeah.

2 Q. Okay. Did Jeff ever speak to you about the *Emmy Rose*, like
3 what -- his opinion of the boat as far as its structure, how it
4 rode in the water, any issues with it?

5 A. They just said it was -- it wasn't really made for deep sea,
6 it was -- had a round bottom on it instead of like the rest of
7 them.

8 Q. Okay. Did he ever elaborate on why he didn't feel it was
9 made for deep sea, you know, did it ride differently in the water?

10 A. Yeah, it rode differently and stuff.

11 Q. Okay. Was that with catch on board or without catch on board
12 or --

13 A. That far, he didn't --

14 Q. Okay.

15 A. All I know is they had to do a lot of net rigging and stuff
16 like that.

17 Q. Okay. Do you know what the typical schedule for the *Emmy*
18 *Rose* was, like how many days it went out?

19 A. Usually, a week at a time.

20 Q. A week meaning 7 days, 5 days?

21 A. Anywhere from 5 to 7 days.

22 Q. Okay.

23 A. Depending on what they -- how the catch was.

24 Q. Okay. At the end of the 5 to 7 days, do you know where they
25 would typically pull in to offload catch?

1 A. Gloucester.

2 Q. Gloucester was their main port?

3 A. Then they'd come up here. That's where most of them live.

4 Q. Okay. So would they -- they would leave from Portland to go
5 fishing?

6 A. You know, it's hard to say because he's been on so many
7 different boats.

8 Q. Okay. But specifically to the *Emmy Rose*, did that boat --

9 A. Yeah, he would leave from -- let's see, the last trip he left
10 from, he left from Portland on the last one.

11 Q. Okay. So typically it would leave from Portland, go fish,
12 offload in Gloucester, and then would it run empty back up to
13 Portland?

14 A. That part I wouldn't know.

15 Q. Okay. Would you happen -- did he ever discuss how the catch
16 was stored on board the vessel?

17 A. No.

18 Q. Okay.

19 A. All I know is they took it off, threw it in ice, and that was
20 pretty much about it.

21 Q. Okay. How about did he ever discuss what his normal work
22 schedule was on board, did they have four on, four off --

23 A. No.

24 Q. -- or were they --

25 A. Never discussed it.

- 1 Q. Never discussed their work schedule, okay.
- 2 A. He was a nonstop worker, though.
- 3 Q. Okay.
- 4 A. He couldn't stand still --
- 5 Q. Okay.
- 6 A. -- sit still.
- 7 Q. Okay.
- 8 A. It bugged him. Had to be doing something.
- 9 Q. Okay. Did he ever discuss -- did Jeff ever discuss any
10 unresolved maintenance issues on the vessel?
- 11 A. No.
- 12 Q. Nothing that he ever said he wished was fixed --
- 13 A. Outside of the nets.
- 14 Q. -- or just nets?
- 15 A. No.
- 16 Q. Okay.
- 17 A. The nets and if something new was coming aboard or --
- 18 Q. Okay.
- 19 A. -- like getting new parts or whatever that was.
- 20 Q. So he never -- did he ever voice any concern with the vessel
21 to you?
- 22 A. Well, to be perfectly honest, he did mention that the boat,
23 he thought, was unsafe. What he meant by that, I don't know.
- 24 Q. So he never elaborated on --
- 25 A. Never elaborated.

1 Q. -- why he thought it was unsafe? How many times did he say
2 that to you?

3 A. Probably just about twice he said it to me and he said it to
4 his mother --

5 Q. Okay.

6 A. -- and that he really did not want to go fishing that trip.

7 Q. Okay.

8 A. But he's been -- he's been sitting back for a couple months,
9 so --

10 Q. Okay.

11 A. And the reason he went was he was going broke.

12 Q. Okay. Do you know what concerned him about this -- the
13 latest trip?

14 A. He's just getting too old.

15 Q. Okay.

16 A. Getting cold out there and hands were hurting.

17 Q. Okay.

18 A. I think he was on the verge of retiring.

19 Q. Okay. Along the lines of the maintenance issues, did he
20 happen to ever mention anything about the vessel having any leaks
21 or any kind of flooding conditions that --

22 A. No.

23 Q. Okay. I know you spoke earlier about the watch schedule and
24 you really don't know, you know, what his schedule was like. Do
25 you happen to know when the vessel was done fishing and heading

1 into port, would he typically bring the vessel into port or
2 would, you know --

3 A. They kind of took turns doing that.

4 Q. Okay.

5 A. I know he was in the wheelhouse when he called me on the sat
6 phone.

7 Q. Okay. So around midnight to 0030, he was in the wheelhouse
8 talking to you?

9 A. If that's where the sat phone was.

10 Q. Okay. When you were talking to him on the phone at that
11 point, did you happen to hear anything in the background, alarms
12 going off, anything?

13 A. No.

14 Q. Okay. The last question I have for you, sir, is do you
15 happen to know how the crew is compensated, how they're paid? Is
16 it by a flat rate or by the amount of fish they catch and a
17 percentage?

18 A. Percentage.

19 Q. Okay. Do you know what percentage?

20 A. No. I know the captain got more than everybody and the first
21 mate got something and then whatever's left, they distribute with
22 the crew.

23 MR. [REDACTED] Okay. Okay. No further questions for me.

24 BY MR. YOUNG:

25 Q. This is Brian Young with the NTSB. Mr. Schiefer, thank you

1 for coming in today, and on behalf of my agency, we are very sorry
2 that your family is going through this and we really appreciate
3 you taking the time to talk to us. Your accounts and what you
4 remember really do help us try to figure out what happened out
5 there, so --

6 A. I wish his brother actually came this morning, he would know
7 more about the whole thing than I do.

8 Q. Well, we do appreciate you --

9 A. Yeah, they're both fisherman, so --

10 Q. Okay. Have you ever fished, are you a fisherman?

11 A. No.

12 Q. No.

13 A. I sport fish.

14 Q. Okay, but not commercial, right?

15 A. No.

16 Q. Okay.

17 A. I'm not a sea person, I don't --

18 Q. When you were spending time shoreside with Jeff, would there
19 be a lot of talk about what he did out there, did you kind of
20 understand the way they worked and how they --

21 A. He was -- yeah, he used to be able to cut fish, they'd tell
22 you he was the best they had down there, that's why he went from
23 boat to boat. Everybody grabbed him.

24 Q. Um-hum.

25 A. Yeah, he was pretty good at what he did. They grabbed him to

1 do the nets, cut the fish, mainly every time.

2 Q. And would he also navigate, would he steer or drive from the
3 wheelhouse, as well, do you think, in addition to cutting fish?

4 A. Yeah, once in a great while. I believe he would, yeah.

5 Q. And from what you --

6 A. I know he could've been a captain if he'd want, but he kept
7 turning it down.

8 Q. Um-hum.

9 A. He didn't want to be responsible for everybody.

10 Q. Right, right. When they're out fishing, do you have any idea
11 as to how hard they worked out there or what the -- what the
12 schedule was as they're fishing and catching fish?

13 A. Don't recall any of that, I just know when they went fishing
14 sometimes they'd catch a lot, sometimes they wouldn't.

15 Q. When you did talk to Jeff that night around midnight did he
16 say anything about that particular trip, how well they had done
17 fishing?

18 A. No. Like I said, we were just mainly talking about his 4x4
19 and getting parts for it and --

20 Q. When he called, did he call a cell phone or your house phone?

21 A. He called me on the house phone.

22 Q. On the house phone. Is that an unusual time that he would've
23 called you or is it --

24 A. No.

25 Q. No?

1 A. No.

2 Q. You never know when you're going to get a call, it could be
3 the middle of the night?

4 A. No, when he got up in the middle of the night. You never
5 know. It might be 3, 4 o'clock in the morning.

6 Q. Okay.

7 A. You know, if something's -- hello, Joe.

8 MR. MATTHEWS: Hello.

9 MR. SCHIEFER: This is Joe, his brother.

10 MR. MATTHEWS: Good morning.

11 MR. SCHIEFER: I'm glad he's here. He can answer more of the
12 questions than I can.

13 BY MR. YOUNG:

14 Q. But it wouldn't be out of the ordinary to have a phone call
15 at midnight just to chat or --

16 A. No.

17 Q. No.

18 A. He'd just call and let us know how he was doing and that
19 would be about it.

20 Q. I'm sorry?

21 A. Sometimes he'd call in the morning, sometimes it would be
22 late at night.

23 MR. MATTHEWS: Depends on if he's on wheel watch or not.
24 When he's on wheel watch and then make a few phone calls in case
25 you were drowsy or whatever, keep you awake.

1 BY MR. YOUNG:

2 Q. Right, right. And do you think that night when he did call
3 you he was actually on watch and on the bridge or the wheelhouse?

4 A. It's a possibility. He most likely was on the bridge, that's
5 where they kept the phone, and he wasn't on his cell phone because
6 they don't reach out there.

7 Q. Right, right, right. And were you guys talking for a while
8 before he said he had to go or was it pretty quick?

9 A. Yeah, probably about 10 minutes, 10, 15 minutes we talked.
10 Like I said, he just said something happened and boom, he was
11 going off the phone. I didn't hear anything after that.

12 Q. Did he mention anything about the trip that he was on, is
13 that they were going to offload and go right back out, did he
14 mention a back-to-back trip or turn-and-burn to you?

15 A. No. All I know is that he was coming in, there was a storm
16 coming or something.

17 Q. The weather was not so good, they said.

18 A. Yeah.

19 Q. Did he say anything about the conditions of being out there
20 at that time, how rough it was or --

21 A. He said the waves were pretty high. I can't imagine being
22 out there on a small boat like that, anyhow.

23 Q. Um-hum, um-hum.

24 A. I thought it was a horrible way to go, though.

25 Q. Right, right.

1 A. Maybe that's why I never went out on a boat.

2 Q. Um-hum. Before that phone call, had you been in
3 communication at any other time during that trip?

4 A. (Indiscernible).

5 Q. In addition to that phone call at midnight or so, during that
6 trip, had you been in communication, whether --

7 A. No.

8 Q. Did you ever e-mail?

9 A. No. He was usually in communication with his girlfriend. We
10 had different terminology, but --

11 Q. Right.

12 A. -- his girlfriend.

13 Q. Okay. And would he communicate with his girlfriend pretty
14 frequently, do you know? When he was out there.

15 A. Not for sure, but they probably did a lot --

16 Q. Um-hum.

17 A. -- because she'd always know when he's coming in, everything
18 else.

19 Q. Right. And would you say that most --

20 A. I'd say she was more interested in the money coming in.

21 Q. Um-hum, um-hum. Would you say the reason for the phone call
22 was to talk about the clutch --

23 A. Yes.

24 Q. -- for the 4x4?

25 A. Yeah.

1 Q. Was that, you know --

2 A. That he's coming in and wants to know if we received it yet.
3 So yeah, he was pretty happy to come in.

4 Q. Do you think he was going to come home as soon as they came
5 in or did he say --

6 A. Oh, yeah.

7 Q. Did he mention anything about being home in time for
8 Thanksgiving or was --

9 A. No.

10 Q. Nothing.

11 A. He was more worried about his one grandson who had just went
12 in the hospital for an operation, that's mainly why he wanted to
13 stay.

14 Q. Stay on board or --

15 MR. MATTHEWS: No, he didn't want to go.

16 MR. YOUNG: He wanted to stay ashore.

17 MR. SCHIEFER: He didn't want to go, he wanted to stay here,
18 be at the hospital with him.

19 MR. YOUNG: I see.

20 MR. SCHIEFER: His grandkids was his life.

21 BY MR. YOUNG:

22 Q. Okay. And I know you were talking a lot about the 4x4, but
23 was there any mention of any sort of extra work going on, on the
24 vessel, anything out of the ordinary, you know, any welding, any
25 equipment failures?

1 A. No, not on the vessel, no.

2 Q. Nothing.

3 A. They did everything before they headed out, mainly with the
4 nets. Day in, day out, all day.

5 Q. And would you say when you were speaking to him on the phone
6 that he seemed to be in a normal --

7 A. Normal state of mind? Yes.

8 Q. -- state up until the end and then he said I got to go?

9 A. Yeah.

10 MR. MATTHEWS: It's not abnormal for an alarm to go off down
11 in the bilge or this or that, so "I had to go," it doesn't really
12 mean it was like an emergency --

13 MR. YOUNG: Right, right.

14 MR. MATTHEWS: -- you know what I mean, because a lot of
15 times alarms go off and you don't want to wake everybody up, you
16 just go down and take a peek and make sure everything's all right
17 and go back up, you know.

18 MR. YOUNG: Right.

19 MR. MATTHEWS: So yeah.

20 MR. SCHIEFER: This is my other fisherman son.

21 MR. YOUNG: Okay.

22 MR. SCHIEFER: His name is Joe Matthews.

23 MR. YOUNG: Okay.

24 MR. MATTHEWS: A.k.a. a plumber now.

25 MR. YOUNG: Thank you for that. We have time. I'll turn it

1 over so we can maybe introduce --

2 CDR [REDACTED] Yes, Captain Joe -- Joe Matthews is it?

3 MR. MATTHEWS: Yes.

4 CDR [REDACTED] Okay. Hey, thanks, Joe. Again, really
5 appreciate you guys coming in. Extremely I'm sorry for what you
6 guys are going through and what your family has to deal with. As
7 I mentioned to your stepdad here, we're doing a marine casualty
8 investigation. We're doing a fact-finding investigation, we're
9 trying to find out, you know, what happened out there and then
10 looking at developing safety recommendations to prevent things
11 like this from happening in the future. So again, my name is
12 Commander [REDACTED] [REDACTED] I'm the lead investigating officer. I'll
13 introduce you to the board here and then if you're available, we
14 can ask you some questions here, as well.

15 So [REDACTED] do you want to introduce yourself?

16 CWO [REDACTED] I'm Chief Warrant Officer [REDACTED] [REDACTED] I'm out of
17 the Sector Boston Investigations.

18 MR. [REDACTED] I'm [REDACTED] [REDACTED] I'm an investigating officer out
19 of Portland.

20 MR. YOUNG: I'm Brian Young, I'm with the National
21 Transportation Safety Board.

22 LT [REDACTED] Lieutenant [REDACTED] [REDACTED] I'm the legal
23 advisor for the investigation team.

24 LT [REDACTED] Lieutenant [REDACTED] [REDACTED] and I'm assisting in the
25 investigation.

1 MR. SMITH: And I'm Dave Smith and I'm the attorney for Boat
2 Aaron & Melissa Inc.

3 CDR [REDACTED] Mr. Matthews, just have to read a Privacy Act
4 thing for you, so if you have any questions about this all, you
5 can ask at the end. But essentially, we're here to conduct a
6 marine casualty investigation in accordance with the Privacy Act,
7 Title 4 U.S. Code, the following information is provided to you
8 when supplying personal information to the Coast Guard. So we
9 have the authority under 46 U.S. Code and Title 46 Code of Federal
10 Regulations and authorized to collect this information.

11 So the principal purpose of this information, the Coast Guard
12 uses the requested information in gathering facts to determine
13 causes surrounding marine casualties. This information assists in
14 promoting the safety of life, property, and the protection of the
15 marine environment for preventing reoccurrences of accidents.

16 The routine uses for this information, marine casualty
17 information is needed for Coast Guard investigations of vessel
18 casualties involving death, injuries, vessel damage, property
19 loss, and the data reports as mandated by Congress. Information
20 gathered is also used to determine whether new or revised safety
21 initiatives are necessary. The information gathered may also be
22 disclosed under the Freedom of Information Act via a written
23 request.

24 So we are recording these interviews, if you guys want
25 copies, I can provide transcripts once those are made available,

1 usually it's about 30 days or so. Again, any questions on Privacy
2 Act information?

3 MR. MATTHEWS: No.

4 CDR [REDACTED] Okay. Well, with that said, again, sincerely
5 appreciate you taking the time to come in and I will hand it over
6 to CWO [REDACTED]

7 INTERVIEW OF JOE MATTHEWS

8 BY CWO [REDACTED]

9 Q. Okay. So I'm just going to ask some questions really just in
10 reference to Mr. Matthews's background in the commercial fishing
11 vessel industry. How long has he been doing commercial fishing
12 vessel operations?

13 A. Since he was 16.

14 Q. Since he was 16?

15 A. Yeah, about 16. We both started when we were young.

16 Q. Do you know how many vessels he's worked on?

17 A. I couldn't count.

18 Q. Yeah.

19 A. Yeah, he's been all over. He's (indiscernible).

20 Q. For fishing vessels, which areas has he worked out of, which
21 harbors?

22 A. Portland, (indiscernible), Gloucester, Providence. It's all
23 over the East Coast, so yeah.

24 Q. And what position did he hold on the boat?

25 A. Deckhand.

1 Q. Deckhand.

2 A. Yeah, and first mate.

3 MR. SCHIEFER: First mate.

4 MR. MATTHEWS: First mate, deckhand. Depends on what boat and
5 who the captain was.

6 BY CWO [REDACTED]

7 Q. Did he do any type of training, like did he ever go to like
8 any type of survival training or --

9 A. The Coast Guard, a couple times, had some (indiscernible)
10 stuff they had down at the waterfront where they had to put on
11 survival suits, jump in the water, you know, so on. So just
12 drills, safety drills. So yeah, he participated in them before.

13 Q. Do you know how long ago that was when he participated in
14 that?

15 A. That was quite a few years ago, but I just remember doing it
16 because I had to do it.

17 Q. Did you guys do it together?

18 A. Well, yeah, by jumping in the harbor with nothing on, so a
19 survival suit's no big deal. We used to have to dodge things when
20 we were kids. The harbor wasn't so friendly, yeah.

21 Q. And since he's been on the *Emmy Rose*, how many trips did he
22 typically take each month?

23 A. Three, four, five. Five, six.

24 Q. Each month?

25 A. Yeah.

1 MR. SCHIEFER: It was three, four (indiscernible).

2 MR. MATTHEWS: Yeah, it all depends.

3 BY CWO [REDACTED]

4 Q. And do you know what his work, like what his work hours were,
5 what his schedule was?

6 A. On the boat?

7 Q. Yes.

8 A. There is no schedule on a fishing boat. Tow as long as the
9 captain wants, haul back when the captain wants. Yeah, there's no
10 set hours on a boat. That's a 24-hour-a-day gig.

11 Q. Did you ever have communications with your brother while he
12 was under way?

13 A. Yeah, but not this trip, but the other trips, yeah.

14 Q. And when he would call, was it normally when he was on watch
15 or --

16 A. Yeah. Well, like I said, a lot of people do that, they'll
17 put a movie in and -- you know, because you're tired, you've been
18 working your nuts off for days on end and getting lack of sleep,
19 so sometimes it helps to reach out to somebody and call somebody
20 when you're tired or whatever, somebody to talk to.

21 Q. And was this -- was this a typical trip, a typical voyage,
22 this last one?

23 A. Yeah, but like I said, my brother -- besides him not wanting
24 to go and the captain being a hard-ass, because when you make a
25 commitment to somebody, especially when you're going fishing and

1 if you don't go, you're holding up the whole -- everybody else, so
2 he kind of was pressured into going, but --

3 Q. Did he try to back out of going on this last trip?

4 A. He wanted to stay -- yeah, he wanted to stay in for his
5 grandson and then I guess they were short another man, they wanted
6 to take another man, so they had stopped and asked his son and
7 they'd come by and ask me, but like I said, I'm a plumber's
8 apprentice now, so I'm trying to stay away from the fishing.

9 CWO [REDACTED] All right, thank you. I don't have any further
10 questions.

11 MR. MATTHEWS: Yeah.

12 CWO [REDACTED] [REDACTED]

13 BY MR. [REDACTED]

14 Q. All right, Mr. Matthews, I'm going to ask you some questions
15 about the *Emmy Rose*, if you happen to know anything about it based
16 on what Jeff's told you, okay? If you don't know, I understand.
17 Did Jeff ever speak about what his opinion of the *Emmy Rose* was as
18 far as --

19 A. It was the same as mine. I didn't like the shape of the
20 boat, it was too rounded and it didn't draw much water.

21 Q. Okay.

22 A. So when they hit a side wave, that thing would go over and
23 not want to come back, you know what I mean?

24 Q. Okay.

25 A. So he said a couple times the water's right to the rail. So

1 yeah, I just think it was kind of a scary boat for up here. It's
2 more of a southern boat, I think, like a shrimp boat or some crap
3 like that.

4 Q. Okay. So he did voice his concerns --

5 A. Yeah.

6 Q. -- with how it rode?

7 A. Yeah.

8 Q. Okay. Is that in normal weather conditions or would it --

9 A. That's just taking a queer (ph.) sea, you know.

10 Q. Okay.

11 A. I mean, like, you know, you get rogue waves, you get all
12 kinds of crap.

13 Q. Okay. Have you, yourself, ever been on the *Emmy Rose*?

14 A. No, no.

15 Q. Okay. Okay. Did Jeff ever speak about how the catch is
16 stored on board?

17 A. Yeah, same as every other boat.

18 Q. Which is how?

19 A. Ice, fish, ice, fish.

20 Q. Okay. And is that in pens below deck?

21 A. Pens, yeah.

22 Q. Okay. Did he ever -- did Jeff ever discuss with you any
23 unresolved maintenance issues on the boat?

24 A. No.

25 Q. Okay.

1 A. That's why I wanted a copy of the last inspection and then to
2 talk to the shore engineer to see if everything on that list was
3 met, you know what I mean? That's the only -- like, I already
4 told the boat's owner, I said I don't want to point fingers at
5 anybody or anything, I just want to make sure that the maintenance
6 that you guys said had to be done when you guys did your report
7 was took care of.

8 Q. Okay. And you're referring to the commercial fishing vessel
9 exam?

10 A. Yes, yes.

11 Q. Okay. I'm more interested at this point in was there
12 anything other than what was on the commercial fishing vessel
13 exam, anything that he talked about maintenance-wise that he
14 wished was done or was done incorrectly or --

15 A. No, no. A crewmember will always tell the captain,
16 especially this time of year, don't tell the boat owner that this
17 needs to be done and that needs to be done. That's all the boats,
18 that's not just that boat.

19 Q. Right.

20 A. They want to go fishing, they don't want the boat getting
21 pulled out of the water --

22 Q. Right.

23 A. -- and held up and so, yeah.

24 Q. Okay. Did he happen to mention -- did Jeff happen to mention
25 any leaks on the boat or any flooding conditions?

1 A. I guess when they were at the wharf they had a problem with
2 the lazarette.

3 Q. Okay.

4 A. Water was coming inside the lazarette and I don't know how
5 that problem was adjusted, I don't know if the shore engineer did
6 some welding, I don't know if Bobby did some welding, I don't
7 know. Anyway, I don't know. Like I said, that's why I wanted to
8 check with the shore engineer to see who did the work on the boat.

9 Q. And who was the shore engineer?

10 A. I have no idea. I thought I could get that information by --

11 Q. Okay.

12 A. I asked the owner and like I said -- and I asked -- at the
13 last briefing I asked -- when they had guys (indiscernible) you
14 guys, how about getting a copy of the inspection, you know, that
15 way if there was any concerns on it, the last inspection of the
16 boat, because I know that the Coast Guard inspects fishing boats,
17 right?

18 Q. Yes.

19 A. So if there was concerns, it would've been listed. And then
20 if those concerns weren't addressed by the shore engineer, then
21 somebody was failing somewhere.

22 Q. Okay. This lazarette condition that you just mentioned, do
23 you know approximately when that -- when he brought that to your
24 attention?

25 A. I heard that's one of the reasons that held them up from

1 going fishing for a day or so, I know that.

2 Q. Okay. Do you know what month that was or was it in Portland?

3 A. It was in November.

4 Q. November?

5 A. Yeah.

6 Q. November 2020?

7 A. It was before -- yeah, it was before this trip for sure.

8 Q. Okay. And it was in Portland?

9 A. I have no idea where they were docked.

10 Q. Okay.

11 A. Because they go between, they unload in Gloucester, sometimes
12 the boat's there, sometimes the boat's here. None of the boats
13 really come into Portland anymore, it's just -- there's a few
14 boats here, but they don't go nowheres, really.

15 Q. Okay. I know you don't -- you're not familiar with the
16 actual watch schedule on board the *Emmy Rose* because, as you said,
17 it kind of changes based on what the captain wants. Do you happen
18 to know what the typical arrangement is, though, when you're done
19 fishing and you're heading back in, does the crew normally sleep
20 and leave one person on watch?

21 A. They switch, always switch off. They try to have a fresh man
22 at the wheel. Like after every haul, somebody else will take the
23 wheel and that person will get some sleep and then somebody else
24 takes the wheel. As far as steaming in, like I used to like
25 steaming in so I'd take the boat all the way in. But I don't know

1 (indiscernible).

2 Q. Do you know what Jeff liked to do, though? Did he like to
3 bring the boat back in to port or --

4 A. No, he liked to steam in just because it's relaxing, you
5 know, kind of looking out over the water and stuff, just very
6 serene after a hard trip.

7 Q. Okay. And do you happen to know, on the *Emmy Rose*, anyway,
8 or has Jeff ever discussed with you how the crew is compensated as
9 far as a flat rate or the catch size?

10 A. A share, share.

11 Q. Okay, so based on the catch?

12 A. Yeah.

13 Q. And it's a percentage?

14 A. Yeah.

15 Q. And do you know where he falls in that order as far as --

16 A. He'd get a full share and then he got an extra -- I can't
17 remember how much extra he'd get, but the boat owner would have
18 that information because --

19 Q. Okay.

20 A. -- he's the one that signs the checks and --

21 Q. Okay.

22 A. -- rings up the tally.

23 MR. [REDACTED] Okay. I have no further questions.

24 BY MR. YOUNG:

25 Q. This is Brian Young with the NTSB, thank you again for being

1 here. Can you talk about your commercial fishing experience? How
2 long were you out there?

3 A. On and off since I was like 17.

4 Q. Seventeen.

5 A. Yeah, I'm 52 now, so the last time I went was last summer, my
6 boys come up from [REDACTED] and we all went on a boat.

7 Q. And did you actually do that as a career for a while?

8 A. Yeah, on and off.

9 Q. On and off.

10 A. I was the kind of guy that would disappear when it was time
11 for the boat to go, so yeah.

12 Q. And when was the last time you actually commercially fished?

13 A. Last summer.

14 Q. Last summer?

15 A. Yeah.

16 Q. I went deep sea for 25 years, it's a very different industry.

17 A. Yeah.

18 Q. What's it like out there when you're fishing? What do you
19 guys -- how do you -- how hard is it, what's -- what are the
20 conditions like? Tell me a typical day when you're fishing
21 (indiscernible).

22 A. A typical day, if it's flat-ass calm, it's nice, it's an easy
23 job, but as soon as you start getting thrown around like a rag
24 doll, it's hard, a lot harder to do your work, so it gets really
25 difficult, so yeah. You know, you're trying to gut fish or trying

1 to do this and you get hit by a queer sea or you're trying to
2 carry a big basket of fish over the hull, yeah, that's when it
3 gets dangerous.

4 Q. Right. And when the fishing is good and when you are getting
5 a good catch in the net, is it nonstop?

6 A. Yeah. You set out and by the time you get done cleaning up,
7 by that time it's time to haul back in.

8 Q. And do they, like you were saying before, typically rotate
9 crew through, then, someone's up in the wheelhouse?

10 A. Yeah, they take turns on the tows unless there's an
11 inexperienced guy, then they don't leave him at the wheel. Like I
12 don't know about that, there was a young kid on board, I don't
13 know how many times he's been fishing or not, but I don't imagine
14 he was at the wheel.

15 Q. At all?

16 A. No.

17 Q. No.

18 A. It's like I said, maybe he was, I don't know how many times
19 he's fished before, it all depended on how much time you've
20 actually had.

21 Q. Um-hum. And if you do bring a new kid out there, how does
22 that new guy get trained?

23 A. Just kind of a crash course.

24 Q. Is it?

25 A. It's like, you know, I was on the *Panther* years ago and the

1 first time we went shark fishing and they'd come in live and we'd
2 have to jump on them, grab their head and cut down through the
3 neck and I looked at the captain (indiscernible) shock, I ain't
4 going out on that deck (indiscernible). So you get a crash course
5 in fishing pretty much, there's like no class, no books, no
6 nothing like that. Here's what you got to do, you got to do it.

7 Q. And when they do, say, try to hire people for these vessels,
8 where do they -- where do they come from, where's a good place to
9 pick up these new people who start with --

10 A. They usually come from other fishermen, they'll ask a friend
11 or a family member if you want to go and then they'll go
12 (indiscernible). They'll come back, they'll get more. I guess
13 family members, friends. Like I said, they had come by and they
14 asked his son and they asked me. I thank God I didn't go, but I
15 am pretty mad at the same time, so --

16 Q. Right.

17 A. You know.

18 Q. And when they are out there fishing, is there pretty good
19 communication with other fishing vessels about --

20 A. Oh, yeah. They --

21 Q. Do they work together or are they kind of not --

22 A. Yeah. Well, there's (indiscernible) captains there that
23 don't -- all they do is blah-blah-blah-blah and talk shit on the
24 radio all day, so yeah.

25 Q. Right.

1 A. Yeah.

2 Q. Can you remember, I know it's a while ago, when you are out
3 there, is there a working channel that you all kind of agree on
4 out there or does it change?

5 A. They change to avoid you guys. So you never know where we're
6 going to be. Yeah, yeah. So yeah.

7 Q. So they might --

8 A. Typically, we don't talk on 16 because you'll get on and
9 say --

10 Q. Right.

11 A. (Indiscernible).

12 Q. But they maybe hail somebody on a certain channel --

13 A. Yeah, we --

14 Q. -- then switch to --

15 A. Yeah, I'm not sure what -- because like different boats will
16 have different communication channels already set up before they
17 go out. Like there's some fleets that work together --

18 Q. Um-hum.

19 A. -- like the same boat owner or something, they'll have a
20 certain channel they call each other on. Sometimes they'll call
21 each other on the sat phone first and tell them that's what
22 channel they'll be hanging on, so --

23 Q. Right.

24 A. Yeah.

25 Q. And do you have any idea about how much fish they could hold

1 on the *Emmy Rose*?

2 A. I never fished on the boat and I actually never stepped foot
3 on it and so I don't know what the hold looked like, so --

4 Q. When they're steaming, when you've steamed before, are you
5 typically in autopilot?

6 A. Not always, yeah. You take that off autopilot if you got
7 (indiscernible). But yeah, you switch it off, go around it, and
8 put the autopilot back on.

9 Q. Um-hum.

10 A. So yeah, actually like 80 percent of the time. And you know,
11 I tow when it's on autopilot.

12 Q. And when you are towing you're on hand, right?

13 A. Yeah. Oh, yeah, yeah. There'd be no need for a captain if
14 you had autopilot that towed and stuff.

15 Q. Yeah. And just to be clear, you didn't communicate with your
16 brother at all during this last trip?

17 A. No.

18 Q. No.

19 A. No, I'd always ask if he called and they would tell me he
20 called and he wouldn't call, so --

21 Q. And who would he typically call?

22 A. He always called my mother to check on the kids, talk to Bill
23 or something. Always liked to play phone tag with his girlfriend.
24 That's just an insecurity thing. That's most fishermen. Where
25 you at, what are you doing, you know? It's almost like being in

1 jail, kind of, and your girlfriend's out screwing around, yeah,
2 this and that. It's always in the back there. But I finally
3 think -- like, back in the day I used to tell Jeff, leave your
4 shit there, you have no control over her. So I think he finally
5 got at peace with himself that once get you past that white ship,
6 you don't have no control over what's going on, on shore, so why
7 worry about it.

8 Q. Right.

9 A. But -- yeah.

10 Q. Right. And how about any text or e-mail or any pictures that
11 you might've -- he might've sent to you of the vessel, just
12 because we're trying to get an understanding of how the lay -- the
13 thing was laid out.

14 A. I have no idea. Like I said, I've never been on the boat, so
15 thank God. Like, one of my concerns about -- this is with all
16 boats, is I'm a recovering addict and so there should be, like,
17 some kind of mandatory testing because they say that, you know,
18 everybody was in recovery on a boat, but you know how recovery is.
19 Sometimes it's a lie, sometimes it's the truth. And I think one
20 thing that could make the fishing industry a lot safer is to have
21 random testing on captains, you know, and I don't -- I'm surprised
22 it's not already in effect, but yeah, because you know a lot of
23 fishermen use, so like (indiscernible).

24 Q. And do you have any idea about --

25 A. I heard Bobby was straight and a few other people told me he

1 was straight, so -- but I have no clue. You guys are saying you
2 want to see how you can make the fishing industry safer, that
3 would be a major step in making it a lot safer because nobody
4 needs to be out there with somebody that's fucked up, you know.

5 Q. When you were out there fishing, did you see a lot of that?

6 A. I've had a couple bad, bad incidents, yeah.

7 Q. Um-hum.

8 A. My son had come up and I ain't going to give no names or
9 nothing, but the captain was on the wheelhouse passed out, what
10 are you doing with them? The boat's just going along and yeah, I
11 was pretty upset with that and I come right unglued, so -- yeah.
12 I mean, the drug use is rampant anyways, everywhere, but among the
13 fisherman it's very rampant, so --

14 Q. Um-hum.

15 A. Yeah.

16 Q. One general question about fishing vessels, would you say the
17 bilge systems in so many of the vessels you have worked on are
18 somewhat similar or are they completely different throughout the
19 vessels you've been on?

20 A. Most of the pumps are the same, but you know, like you got to
21 maintain the pumps, too, they got like screens around them and
22 when you're gutting fish and this and that, it gets washed down
23 below and gets caught in that screen and the next thing you know
24 you've got to back out whatever it is. Usually what sets an alarm
25 off on a fishing boat is usually guts or something blocking the

1 pump. So I really don't think it was anything to do with the pump
2 system, I think it was either a queer sea, a rogue wave or
3 something like that, but it was shitty out and it was really bad,
4 but that's not unusual for fishing. I've hauled back in the
5 weather they were steaming in, so yeah, and I just think -- I
6 don't think the boat was made for the New England waters because I
7 don't know if you've seen it, it didn't -- like I told you, it
8 didn't draw no water, so there was no buoyancy, you know what I
9 mean? When that thing went over, it wanted to stay over, it
10 didn't want to come back up. So there's a lot of pictures of the
11 boat on people's Facebook pages now and you can see the roundness
12 of the bow, you know. You know, so it's a scary boat, yeah.

13 MR. YOUNG: Thank you for taking the time to answer my
14 questions and I'll turn it back over to Commander [REDACTED]

15 BY CDR [REDACTED]

16 Q. Thank you again. I guess we'll go through for final
17 questions. I can kind of start off. I know Brian got into it.
18 Again, this is Commander [REDACTED] Just in your opinion, what do you
19 think was the cause of the sinking?

20 A. You never know until either that boat comes up off the
21 bottom, which ain't going to happen because I'm not rich, so if we
22 were rich we'd have a salvage company out there, yeah, and we
23 could have a body to bury. In my opinion, it either took a queer
24 sea (indiscernible) or it could be, like I said, there's unlimited
25 possibilities where a boat could go down.

1 Q. Okay.

2 A. I don't think it was human error, I think it was queer seas,
3 something like that, yeah.

4 Q. I just have two additional questions. One was you mentioned
5 the lazarette, I guess [REDACTED] disclosed to you some issues with the
6 lazarette.

7 A. Yeah, yeah, he had talked that they went down and the
8 lazarette had a shitload of water in it, so I guess they had to do
9 some kind of welding or something to fix it, but I don't know who
10 did that or how that come about, but I do remember him saying
11 that.

12 Q. And then you mentioned his girlfriend. What's her name?
13 Just --

14 A. Amy. Amy Brown. Amy.

15 Q. Amy?

16 A. Yeah.

17 Q. Sorry, what is her last name?

18 A. Yeah.

19 Q. Sorry, the last name?

20 A. Brown.

21 CDR [REDACTED] Brown, okay. All right, that's all I had. I'll
22 give it to you, CWO [REDACTED]

23 CWO [REDACTED] I don't have any other questions.

24 CDR [REDACTED] Okay.

25 MR. [REDACTED] I have no further questions.

1 BY MR. YOUNG:

2 Q. Just to follow up, this is Brian Young with the NTSB. The
3 water in the lazarette, do you remember if that was an incident
4 that was out when they were steaming or at sea?

5 A. I think it was at the wharf.

6 Q. They were at the wharf?

7 A. I think, yeah. I'm not a hundred percent sure about that,
8 but yeah.

9 INTERVIEW OF WILLIAM SCHIEFER (cont.)

10 BY MR. YOUNG:

11 Q. Okay. And for Mr. Schiefer, one quick question, you know, we
12 talked a little bit about that phone call. Can you remember at
13 all a time when the call may have come in? I know you gave a
14 ballpark time, but do you remember specifically was that midnight?

15 A. It was somewhere between midnight, 12:30, 1 o'clock, right in
16 that area, because I usually go to bed about 1:00.

17 Q. About 1:00. So you were still awake when the call came in?

18 A. Pardon?

19 Q. You were still awake when --

20 A. Yes.

21 Q. Okay.

22 A. I'm a computer addict.

23 Q. Okay.

24 MR. MATTHEWS: (Indiscernible).

25 MR. SCHIEFER: Sitting at the table.

1 BY MR. YOUNG:

2 Q. So it was sometime after midnight and definitely before
3 1:00 a.m.?

4 A. Yeah.

5 Q. A little bit narrower that you might be able to get? Do you
6 remember seeing a clock, 12:15, 12:30? It kind of helps us build
7 a timeline as to what may have occurred.

8 A. I would say between 12:00, 12:30.

9 Q. Morning?

10 A. Right, yeah.

11 Q. And you talked about 10 minutes?

12 A. Yeah. And I should have told you he said something happened
13 and --

14 MR. MATTHEWS: Did you hear any banging in the background or
15 anything like that, hammering or anything?

16 MR. SCHIEFER: No.

17 MR. MATTHEWS: Because that's like --

18 MR. SCHIEFER: If the alarms went off --

19 (Crosstalk.)

20 MR. MATTHEWS: Yeah, you're pretty blind to everything down
21 below.

22 MR. Mr. Schiefer: He just said he heard a noise and boom,
23 that was it.

24 BY MR. YOUNG:

25 Q. But you do remember him specifically saying he heard a

1 noise --

2 A. Yes.

3 Q. -- that something --

4 A. He heard something, not a noise. He just heard something.

5 MR. MATTHEWS: Something out of the ordinary.

6 MR. SCHIEFER: It had to be quick because Jeff was -- he
7 usually had his wet gear right there beside him and he would've
8 been boom, that quick he would've been in it. If the raft was out
9 there, he would've been in that real quick.

10 MR. YOUNG: Um-hum.

11 MR. SCHIEFER: So whatever it was, they didn't have time to
12 do something.

13 BY MR. YOUNG:

14 Q. Right. And until that time, you guys are just carrying on a
15 normal conversation --

16 A. Normal conversation.

17 Q. -- about the 4x4, right?

18 A. Yeah.

19 Q. Nothing out of the ordinary, just --

20 A. And if he mentioned his girlfriend's name, I'd shut him up
21 right there, I didn't want to hear it.

22 Q. Um-hum.

23 A. Yeah. I told him many, many times ditch the bitch and get it
24 over with, but he's stubborn.

25 Q. Um-hum. And did he mention anything to you saying that he

1 was going to come in to port and go right back out, was that even
2 brought up?

3 A. No, he didn't say that. I believe he was looking more
4 forward to getting the parts in for his toy.

5 Q. His toy. Understood.

6 A. And we have plenty of toys.

7 MR. MATTHEWS: It wouldn't be unusual this time of the year
8 for them to do that, though, to --

9 MR. SCHIEFER: Back to back.

10 MR. MATTHEWS: -- go right back out, yeah, because
11 everybody's trying to get a lot of money for Christmas.

12 MR. YOUNG: So they would be able to get --

13 MR. MATTHEWS: Yeah, you had that and the (indiscernible) and
14 the captain's plan is (indiscernible), I have no idea.

15 INTERVIEW OF JOE MATTHEWS (cont.)

16 BY MR. YOUNG:

17 Q. And typically, if that is a decision, the crew would make it
18 or the captain would make it?

19 A. Yeah, the crew. The crew would make it and no one was happy
20 if no one's fishing, so --

21 Q. And making money.

22 A. Yeah, yeah.

23 Q. So the crew gets together and say we had a good haul, we want
24 to make a little extra --

25 A. Yeah, they go right back, yeah.

1 Q. -- if they all get together, it seems to be --

2 A. Yeah, they'll usually unload and grub in the town that
3 they're unloading and go right back out.

4 Q. What if one person doesn't want to do it?

5 A. Then they find somebody else in town to --

6 Q. They'd swap out that person?

7 A. Yeah, yeah.

8 Q. Okay.

9 A. Like, there's a lot of boats, like (indiscernible) supposed
10 to have training drills on a boat, they're supposed to have a
11 place on the boat during an emergency, a lot of boats don't do
12 that no more. You know, the last three boats I'm on and going
13 fishing, I'm like well, where's my spot in an emergency, I know
14 where my spot in an emergency is, because usually you have one guy
15 that goes for the life raft, one guy that goes to do this, one guy
16 that goes to do that. I don't know if they had that type of
17 system on that boat or not but I know, fishing prior with Bobby,
18 he wasn't like a drill master, so --

19 Q. Who would set the drills, would that be from the captain?

20 A. That would be from the captain or the boat owner would order
21 it or, you know, some boat owners would make the captains make the
22 crew do it, but it's not up to the boat owners, it's up to the
23 captain to be sure the crew knows their spot in an emergency.

24 Q. Right.

25 MR. SCHIEFER: I know the owner was pretty tore up over it.

1 MR. YOUNG: Um-hum.

2 MR. SCHIEFER: He couldn't even talk, so he was tore up bad.

3 BY MR. YOUNG:

4 Q. When you are out fishing there, how do you estimate or record
5 how much fish you have caught, how do you know how much is on that
6 boat?

7 A. By baskets. Each basket is (indiscernible) pounds or it
8 depends on what type of fish is in it, too, but most baskets weigh
9 like a hundred pounds when they're full, so --

10 Q. Do you keep track of how many baskets --

11 A. Keep track of how many baskets, yeah. And then how many
12 totes of fish, you weigh the totes. There's no weigh-in system on
13 the boats upstairs.

14 Q. And is that like almost a log book that's kept to say we got
15 this many --

16 A. Yeah, every day, yeah, you write down your catch every tow.

17 Q. Okay.

18 A. Yeah.

19 Q. And then on your way in, before you -- say you go to
20 Gloucester to sell it, do you kind of tell them ahead what they
21 have coming?

22 A. Yeah, you have to give them a tally. That way they know how
23 many men to have there and how much time the slot's going to take
24 and -- yeah.

25 Q. So they would have a pretty good idea as to how to prepare,

1 right?

2 A. Yeah, the boat owner would know, the Fish Exchange would
3 know, yeah, so --

4 Q. And when they do get in, they've got all this fish and all
5 these different pens in the hold, how do they get them up and out?

6 A. Hoist down. Usually, they hire lumpers that go down and do
7 the bulk of it. And I've been on a lot of boats where you have to
8 lump by yourself, but that's the last thing you want to do after
9 being out on the boat, to get back and unload the fish, so they
10 usually pay lumpers to do it or it's usually a bunch of Mexicans
11 because white people don't want to do any hard work down there, so
12 yeah.

13 Q. So these --

14 A. See, one thing with the Mexicans, they work hard, they do.
15 They're hard workers.

16 Q. So these hired people would take the fish by hand?

17 A. Yeah, they unload it. Well, they fork them out of the thing,
18 a pitch fork or whatever. It all depends on what type of fish it
19 is, too, because some fish you don't want forked and getting all
20 shitty-looking, so --

21 Q. Right.

22 A. -- you like pull them out by hand.

23 Q. Right.

24 A. Majority of them they use a fork, put them in a basket and
25 then winch them out.

1 Q. And do you know what they were fishing for on this trip?

2 A. Most definitely red fish and pollock. It all depends on
3 where the money was. I know they weren't flat fishing for
4 flounders and shit like that. You'll need a totally different net
5 for that, so --

6 Q. Okay.

7 A. Yeah, they had groundfish gear for the groundfish.

8 Q. And when you've fished before and you use these big trawl
9 doors to help spread the net --

10 A. Yeah.

11 Q. -- when they get recovered, do they get recovered every time
12 the net comes aboard?

13 A. Yeah, they always come back first.

14 Q. First. So they come back on and they --

15 A. Yeah.

16 Q. -- come back inside the hull, right?

17 A. Yeah, the net goes out first when you're setting out, then
18 the doors come out to spread it. When you come in, you haul your
19 wire back and the doors come up and the net you clip onto that.

20 Q. The net and the doors are all brought in with one winch or do
21 you got to run several winches?

22 A. No, just two winches.

23 Q. Two.

24 A. Some boats have -- every boat's set up different

25 (indiscernible) but most generally, both doors come in first and

1 the net up.

2 Q. Right. And have you seen it in your fishing experience that
3 when you do recover the doors, didn't you say in some crummy
4 weather they may strike the hull or --

5 A. Yeah, they bang all over the place.

6 Q. Do they?

7 A. Yeah. That's why you got to stay out of their way, you get
8 crushed, you know. I was pretty klutzy and a lot of times I'd
9 have my arm on the rail or this or that and the (indiscernible).
10 I'm like (indiscernible) going to happen, cut it out.

11 Q. And those doors are pretty big, aren't they?

12 A. Yeah. I guess these doors are. My brother didn't like the
13 doors because they were humongous. He said they were like
14 overkill.

15 Q. And what does that do with a bigger door? How does that
16 help?

17 A. Bigger bang, bigger noise, bigger everything, yeah. It's
18 just a lot more weight being thrown around, so (indiscernible)
19 more the doors are like they come out of a junk pile, so they
20 weren't brand new ones (indiscernible).

21 MR. YOUNG: I don't have any other questions, thank you.
22 I'll turn it over.

23 INTERVIEW OF WILLIAM SCHIEFER (cont.)

24 BY CDR [REDACTED]

25 Q. I just have a couple, just additional follow-ons. So when

1 you guys got that call, what number did he call, did he call your
2 house phone?

3 A. He called the house phone.

4 Q. Okay. The [REDACTED]?

5 A. Yes.

6 Q. Okay. And then just to summarize, his kind of tone,
7 attitude, was normal on the phone, right? It wasn't anything --

8 A. Normal, yeah.

9 Q. Just talking about the 4x4, wanted his parts?

10 A. Yeah.

11 Q. Okay, nothing -- nothing crazy. And then --

12 A. He liked working on different things and --

13 INTERVIEW OF JOE MATTHEWS (cont.)

14 BY CDR [REDACTED]

15 Q. And then the last question I have, just welding on board
16 commercial fishing vessels, is that kind of a general -- like you
17 guys normally have welders on board?

18 A. Yeah, you got to cut chains and -- you know what I mean?
19 Sometimes you tack shit back together. But I don't imagine
20 anybody would have that many brains that they're going to weld on
21 the hull when they're out to sea, so I don't see that happening.

22 Q. Yeah.

23 A. So that had to take place on shore.

24 Q. So it would just be for small repairs and --

25 A. Yeah.

1 Q. Okay.

2 A. Yeah. Cutting chains, this and that, you know.

3 Q. Yeah.

4 A. Tacking them back together or whatever.

5 Q. Okay.

6 MR. SCHIEFER: We've had a lot of speculation on what
7 actually happened, but nobody knows. I don't know. Everybody
8 will have their different opinion and (indiscernible) this, this,
9 this.

10 CDR [REDACTED] Yeah, understood. That's all I have. I don't
11 know, did you have any questions? Sorry. Sorry, do you have
12 another question?

13 CWO [REDACTED] I do, yeah.

14 CDR [REDACTED] Yeah, go ahead.

15 BY CWO [REDACTED]

16 Q. I'm sorry. I just have -- did you fish with Bobby, with
17 Captain Bobby?

18 A. Oh, yeah.

19 Q. You did?

20 A. He was an experienced so and so.

21 Q. Can you explain that experience to me, how was he as a
22 captain?

23 A. He can catch fish, but like I said, when he was using, he was
24 using, so he was (indiscernible). But like I said, even his wife,
25 and I heard from other fishermen, and I don't think the boat owner

1 would've hired him, either, if he was the old Bobby, so --

2 Q. When he was using, what was he using?

3 A. He was in the wheelhouse passed out, so obvious dope or some
4 shit like that, so --

5 Q. And how was he as far as, like, working with the crew? Was
6 he --

7 A. Oh, boy. Yeah, he was one, he was one of the better
8 captains. He'd come right down and get dirty with all the guys,
9 so yeah, he wasn't a wheelhouse captain.

10 Q. Okay.

11 A. (Indiscernible).

12 Q. And then my last one is so when they would call in to like
13 the Gloucester fish house or to the Fish Exchange to give the
14 count, what time -- when would they normally call in?

15 A. They'd have to call and find a time slot and the Fish
16 Exchange would let them know what time they had open and then
17 they'd, you know, steam by that, so --

18 Q. So would they do that, like, when they were -- at what
19 percentage of the fish holds being filled?

20 A. Yeah, that's not -- it's not always a factor. Sometimes the
21 boat owner wants the boat in and there's all kinds of different
22 circumstances in that question, but generally it's when you got
23 what you want on for fish, you call the Fish Exchange, ask them
24 what time they have for a slot and then you can adjust your steam
25 by that, either burn a shitload of gas and get there quick or just

1 set it at lower RPMs and -- yeah.

2 Q. Okay.

3 A. The less gas you burn, the more money.

4 CWO [REDACTED] Right. Okay, thank you.

5 MR. MATTHEWS: Yeah.

6 BY MR. [REDACTED]

7 Q. Just a follow up to that question, [REDACTED] Is the fish house
8 open 24 hours a day or are they open at a certain time in the
9 morning?

10 A. The Fish Exchange?

11 Q. Wherever they were going in Gloucester.

12 A. They have a guy usually that answers the calls all the time.

13 Q. So someone's there all the time?

14 A. Or that they'll get in touch with the boat owner, the boat
15 owner will get in touch with them and then the boat owner will get
16 back in touch with the boat.

17 Q. Okay.

18 A. Like I said, it varies. You know, boat system varies on
19 every different boat.

20 Q. Okay.

21 A. Yeah.

22 Q. So really, where I'm going with this is if they say I can be
23 there at 4:00 a.m., could they arrange to have their fish
24 offloaded at 4:00 or would they say no, we (indiscernible) --

25 A. Well, sometimes you can get there, they tell you to be at

1 4:00 and you'd be setting in the (indiscernible). Depends on how
2 many lumpers show up to unload the boat (indiscernible).

3 Q. Okay. So it is available at any time provided that they can
4 get the help --

5 A. Oh, yes. Yes.

6 Q. Okay.

7 A. It's not unusual for a boat to be unloading at 3:30 in the
8 morning.

9 Q. Okay.

10 A. Yeah.

11 MR. [REDACTED] Okay.

12 CDR [REDACTED] All right, so I think we have one question from
13 Lieutenant [REDACTED]

14 LT [REDACTED] Thank you, sir.

15 INTERVIEW OF WILLIAM SCHIEFER (cont.)

16 BY LT [REDACTED]

17 Q. Mr. Schiefer, just a couple questions for you about your call
18 with Jeff. You said that he heard a sound and that's why he had
19 to go?

20 A. Yeah, he had heard -- he just said something happened and
21 boom, he was gone.

22 Q. Did you hear anything in the background?

23 A. No.

24 Q. You didn't hear -- did you hear any alarms going off?

25 A. No alarms, no nothing.

1 Q. All right. And when he said he had to go, did he hang up
2 really quickly, like it was urgent and he had to get going, or was
3 it just like hey --

4 A. It sounded like he just hung up real quickly.

5 Q. Okay. Did he seem like it was an urgent response like hey, I
6 got to go like real quick?

7 A. Yeah.

8 Q. Talk soon?

9 A. I'd say it was pretty urgent, yeah, when he -- and that was
10 it.

11 Q. Okay. And you said -- did you hear any of, like, maybe the
12 other guys shouting or talking in the background?

13 A. No.

14 LT [REDACTED] No, okay. That's all the questions I have
15 MR. SCHIEFER: Once you're in that wheelhouse, the door's
16 shut.

17 LT [REDACTED] Okay. All right, thank you.

18 MR. SCHIEFER: You're welcome.

19 CDR [REDACTED] Gentlemen, thank you very much. That concludes
20 the formal interview, we can stop recording, and then if you guys
21 have any questions or anything like that, we can try and answer
22 those or provide any info you might have for the Board.

23 (Whereupon, the interview concluded.)

24

25

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 William "Bill" Schiefer and
Joe Matthews

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.



Karen D. Martini
Transcriber