

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: ASHLEY GROSS  
Fiancée of Michael Porper

Sector NNE, South Portland, Maine

Wednesday,  
December 9, 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

BRIAN McCORMICK, Esq.  
(On behalf of Ashley Gross)

I N D E X

<u>ITEM</u>	<u>PAGE</u>
Interview of Ashley Gross:	
By CWO [REDACTED]	5
By Mr. [REDACTED]	7
By Mr. Young	17

I N T E R V I E W

1  
2 CDR [REDACTED]: Good morning again. This is December 9th. Here  
3 for the marine casualty investigation into the loss of the *Emmy*  
4 *Rose*, so just a quick privacy act statement here.

5 In accordance with the Privacy Act, Title 5 U.S. Code, the  
6 following information is provided to you when supplying personal  
7 information to the U.S. Coast Guard, 46 U.S. Code 6 -- 6301 and  
8 Title 46 Code of Federal Regulations Part 4 authorizes the  
9 collection of this information. The principal purpose is the  
10 Coast Guard uses this requested information in gathering facts to  
11 determine causes surrounding marine casualties.

12 This information assists in promoting the safety of life,  
13 property, and the protection of the marine environment for  
14 preventing reoccurrences of accidents. Marine casualty  
15 investigation -- sorry, marine casualty information is needed for  
16 the Coast Guard investigations of vessel casualties involving  
17 death, injuries, vessel damage, property loss, and data reports as  
18 mandated by Congress. Information gathered is also used to  
19 determine whether new or revised safety initiatives are necessary.  
20 The information gathered may also be disclosed under the Freedom  
21 of Information Act via written request.

22 Have any questions about that? Okay.

23 MR. McCORMICK: No

24 CDR [REDACTED]: Great. All right, well with that said, we'll  
25 start with the first question. Sorry, introductions, yeah, for

1 the record, you just introduce yourself and then spell your last  
2 name. So this is Commander [REDACTED]

3 CWO [REDACTED]: Chief Warrant Officer [REDACTED]

4 [REDACTED].

5 MR. [REDACTED]: [REDACTED]

6 MR. YOUNG: Brian Young with the National Transportation  
7 Safety Board, Y-o-u-n-g.

8 MR. McCORMICK: Brian McCormick, M-c-C-o-r-m-i-c-k, and I  
9 represent the witness here today.

10 MS. GROSS: Ashley Gross, G-r-o-s-s. Michael's fiancée.

11 CDR [REDACTED] All right, go ahead.

12 INTERVIEW OF ASHLEY GROSS

13 BY CWO [REDACTED]:

14 Q. Okay. So I'm just going to start and I'm just going to ask  
15 you background questions about Michael. Do you know how long he's  
16 been in the fishing industry?

17 A. His whole life, since he was a teenager.

18 Q. Since he was a teenager?

19 A. Um-hum.

20 Q. How many different boats has he been on?

21 A. Too many to tell. I think he started off lobstering, he's  
22 been tuna fishing, he's been gill netting, he's been driving, he's  
23 been pretty much on every kind of fishery you can think of.

24 Q. What position --

25 MR. McCORMICK: Can I just interrupt? Just so the record is

1 clear, just let her finish her question before you start your  
2 answer, okay? Just to make things easier when we look back later  
3 on and make sure we get your answers.

4 (Audio interference.)

5 MR. McCORMICK: All right, thank you.

6 BY CWO [REDACTED]

7 Q. What positions did he normally hold, like what did he do on  
8 these boats, what was his job?

9 A. I mean, obviously it was always different, but he was always  
10 hired as a deckhand to work on deck, you know, and then he just --  
11 he took leave from whatever the captain would say.

12 Q. Okay. How long has he been on board the *Emmy Rose*?

13 A. Since Bobby Blethen, who is the captain, starting running it,  
14 which is this summer. Michael hopped right on and I think they  
15 did something like eight trips right back to back and then he took  
16 some time off.

17 Q. Okay. And did he ever talk to you about like what his work  
18 schedule was when he was on the boat?

19 A. So pretty much they would do 5- to 7-day trips, they'd be  
20 home for 1 or 2 days and go back out. Sometimes they would come  
21 in to Gloucester and they would unload or they would just fuel up  
22 and ice up and leave the same day.

23 Q. And go back out to the fishing grounds?

24 A. Yeah.

25 Q. Okay. And did he ever mention like how -- what his schedule

1 was, like when he was under way when they were actually fishing?

2 A. Yeah. So he would usually call one to two times a trip, just  
3 to check in and then usually, like, when he was coming home.

4 Q. When he would call, would he call when he was on -- in the  
5 wheelhouse on watch?

6 A. Yeah. I don't know if it was technically he was on watch or  
7 if it was just that he had a minute to actually use the phone.

8 Q. Okay.

9 A. I do know that sometimes the phone didn't work, so it was,  
10 you know, when it was working he would try to get a phone call in.

11 Q. Okay. Would he call using his cell phone?

12 A. No, they don't have service out there, they have a satellite  
13 phone on the boat.

14 Q. Do you know if Michael had any, like -- any type of training,  
15 any safety training, putting on emergent suits or anything --

16 A. I'm not exactly sure, I know he had his operator's permit out  
17 of Gloucester, Mass., but I'm not a hundred percent sure about  
18 that.

19 CWO [REDACTED]: Okay. I don't have anything further, thank you.

20 MS. GROSS: You're welcome.

21 BY MR. [REDACTED]

22 Q. Okay, Ashley, I'm going to talk about specifically the  
23 history of the *Emmy Rose* and Mike's opinion of it. You said  
24 earlier that he'd been on approximately eight trips on the *Emmy*  
25 *Rose*, is that correct?

1 A. Um-hum.

2 Q. Do you know when he started sailing on the *Emmy Rose*?

3 A. I'm not sure of the exact date, but it was this summer.

4 Q. Okay.

5 A. I'm sure if they look back in the records it was pretty much  
6 when Bobby -- when Bobby was asked to run the boat, that's when  
7 Mikey started fishing on the boat.

8 Q. Okay. Would it be safe to say when the vessel was brought in  
9 to Portland --

10 A. Yeah.

11 Q. -- he didn't go down to, like, New Bedford or anything to  
12 fish (indiscernible) --

13 A. No, from Portland.

14 Q. Strictly out of Portland, okay.

15 A. From Portland.

16 Q. Did Mike happen to have an opinion on the *Emmy Rose* as far as  
17 how the vessel rode while at sea or any conditions that worried  
18 him?

19 A. I mean, it was just an odd-shaped boat, anyways. Off the top  
20 of my head, I don't really -- I mean, there's -- there was a few  
21 things that were going on that they -- he would talk about. I  
22 don't know if you want me to start talking about that now or --

23 Q. Yeah, that's kind of a good question.

24 A. I know that they were having issues with their doors. So  
25 Mike had taken some time off and when he was told -- the trip that



1 they were out on was like the longest trip Bobby had because  
2 they'd gotten new doors for the boat, which is like what opens up  
3 the net and helps it, you know, drag along the bottom of the  
4 ocean, it sinks the net, and they were having issues, the doors  
5 weren't heavy enough or something, they were rolling a lot on them  
6 and having a lot of issues with that. When Mike -- when they left  
7 from Portland, they had to do gear work, they were fixing the net.  
8 I don't know if the door issue ever got replaced, fixed, I'm not  
9 quite sure.

10 Q. Okay.

11 A. And then there was an issue with the lazarette alarm going  
12 off, is what I've heard, and that it would go off and, you know,  
13 they'd always have to check and that they weren't finding anything  
14 wrong but the alarm kept going off.

15 Q. Okay. What is the typical -- I think you already answered  
16 it, but the typical schedule for the *Emmy Rose* as far as days at  
17 sea and then coming back, you said it was approximately 5- to 7-  
18 day fishing trips?

19 A. Yeah, dock to dock.

20 Q. That's going from Portland to Gloucester --

21 A. To Gloucester and then back.

22 Q. -- and then back to Portland?

23 A. Yeah.

24 Q. Okay. After they offloaded in Gloucester, would they come  
25 back to Portland empty and they would just come back to Portland

1 because that was the home port and most of the crew was based out  
2 of Maine?

3 A. Yeah, yeah.

4 Q. Okay. And how many days was the vessel moored in Portland?

5 A. It would be -- it's up to the captain's discretion how long  
6 they're home for.

7 Q. Yeah.

8 A. So like -- but usually it was like 2 days.

9 Q. Okay. And then would Mike then be a normal part of the crew  
10 that would then go back out again --

11 A. Yeah.

12 Q. -- after the 2 days off?

13 A. Yeah. They would fuel and ice up here in Portland and then  
14 go grub shopping, go get food --

15 Q. Right.

16 A. -- and leave from Portland.

17 Q. Okay. Do you happen to know how the fish is stored on board  
18 the vessel?

19 A. Yeah, it's in the ice hole, so they fill up pens with ice and  
20 boards.

21 Q. Okay.

22 A. So they cut the fish, they got them on deck, and then they  
23 put them in baskets and they put them down into the fish hole and  
24 then they layer them in ice --

25 Q. Okay.

1 A. -- in different pens.

2 Q. And were you ever on the *Emmy Rose* at all, did Mike ever  
3 bring you on board to take a look at the vessel?

4 A. Yeah, yeah. I mean, I was never down in the fish hole, but  
5 yeah, I've been on the boat.

6 Q. Okay. And whereabouts on the boat would you say that you've  
7 been?

8 A. I've walked around the deck, the front of the boat, so on the  
9 boat, there's like a couple steps that go down, so it was a weird  
10 boat. Most boats that I've been on, the bow is concealed and  
11 that's where like the bunks are and stuff and it's all -- that's  
12 all enclosed.

13 Q. Um-hum.

14 A. *Emmy Rose* was open, so like you can walk down these stairs  
15 and walk into the bow of the boat. And then the wheelhouse was  
16 here, you go up the stairs to get to the wheelhouse. It wasn't  
17 very big, there was like two or three steps that went down, there  
18 was, you know, the restroom, their bunks, and then the galley.

19 Q. Okay.

20 A. And then there was like another door that came out and went  
21 out onto the deck.

22 Q. Okay. So it's safe to say that you pretty much -- the main  
23 deck, galley. Did you ever go up to the bridge?

24 A. On the top?

25 Q. Yeah.

1 A. Yeah.

2 Q. Okay.

3 A. I mean, not all the way up, but like on the top of the  
4 wheelhouse.

5 Q. Yeah, where all the navigation equipment is and all of that?

6 A. Yeah, I think sometimes when it's low tide, that's how you  
7 get on the -- actually, I don't know if I've been up there. I'm  
8 not going to say that I was because I'm not sure.

9 Q. It's where they steer the boat, where the captain steers --

10 A. Oh, yeah. Yeah, the wheelhouse.

11 Q. Yeah, the wheel -- I call it the bridge, but the wheelhouse,  
12 yeah.

13 A. Sorry, yeah. I thought you were talking about like on top.

14 Q. No, no.

15 A. I'm like, I don't know, I don't think I was up there.

16 Q. Okay. But you've been in the wheelhouse before, okay.

17 A. Yes, yeah.

18 Q. Ever been in the engine room?

19 A. No.

20 Q. Okay. So nothing below deck, so you've never been in the  
21 lazarette?

22 A. No, no.

23 Q. Okay. All right. Did Mike ever discuss with you any  
24 unresolved maintenance issues with the vessel that he was  
25 concerned about, like, you know --

1 A. Sure, just like --

2 Q. -- he said he wanted things fixed or --

3 A. I think just those couple things, I mean, off the top of my  
4 -- my brain's been kind of fried for the past couple weeks --

5 Q. Okay.

6 A. -- so I can't really, like, recall. I know that those were  
7 some of the issues they were having, was the two that are fresh in  
8 my brain.

9 Q. Okay.

10 A. Sorry. But I don't know.

11 Q. So just again, the lazarette alarm going off and they would  
12 go down to --

13 A. And then the satellite phone not working, they would bitch  
14 about that --

15 Q. Okay.

16 A. -- because you can't -- if it's not working, that's their  
17 only way of communicating with people on shore.

18 Q. Okay. But you said, again, the lazarette alarm going off and  
19 they would frequently go down and check it, but there's nothing  
20 down there that would indicate that there was an issue?

21 A. Right.

22 Q. Okay. So did he ever mention any kind of leaks or any  
23 flooding conditions, they were constantly pumping out spaces that  
24 were filling with water?

25 A. I'm not really sure, to tell you the truth.

1 Q. Okay, okay.

2 A. I just don't want to say yes to things that I --

3 Q. That's fine, yeah, just facts --

4 A. You know.

5 Q. -- right now that you know. Do you know what Mike's actual  
6 schedule was on the boat? Did he work certain hours and then he  
7 was on watch for a certain amount of period of time, did he have a  
8 set -- like, you knew that from like, say, 8:00 at night to  
9 midnight was his normal bridge watch?

10 A. No, no. So there was never a set schedule, but he was one of  
11 the people that would drive the boat for Bobby, like if Bobby  
12 needed to lay down or whatever.

13 Q. Okay.

14 A. And obviously, Jeff Matthews, he's a very experienced  
15 fisherman.

16 Q. Right.

17 A. So they usually, like, if it's a new guy they don't usually  
18 allow the new guy to man the boat alone.

19 Q. Okay.

20 A. You know what I mean?

21 Q. Right.

22 A. But there's no set schedule, like they -- it depends like  
23 where they're fishing, what they're fishing for, how long they're  
24 setting the nets out for. You know, his main job was to be on  
25 deck and cutting fish.

1 Q. Okay.

2 A. You know, obviously the captain needs rest, too, so they  
3 would take turns in that.

4 Q. Okay.

5 A. You know, and Bobby was a good captain, he would -- you know,  
6 if they came into a lot of fish and they were trying to get it put  
7 away, you know, Bobby would even come out on deck and help them  
8 cut fish.

9 Q. Okay.

10 A. They were a tight-knit crew --

11 Q. Right.

12 A. -- and they worked well together.

13 Q. Okay. Do you happen to know, once they were done fishing and  
14 they were basically heading back into port --

15 A. Um-hum.

16 Q. -- is that something that Mike would be on the helm steering  
17 the ship or would he typically be asleep?

18 A. So it would depend on if Bobby -- what Bobby wanted.

19 Q. Okay.

20 A. So Bobby could be driving, Jeff could be driving, Mike could  
21 be driving.

22 Q. Okay.

23 A. Usually when they were getting close to port it would be the  
24 captain taking the boat into port.

25 Q. Okay.

1 A. But steaming home, it could be any crew member that has the  
2 experience.

3 Q. Okay, but once they got closer to the actual docking, then  
4 the captain would take over --

5 A. Yeah.

6 Q. -- and bring it in?

7 A. Yeah.

8 Q. Okay. Last question for me is do you know how the crew is  
9 compensated as far as is it a flat rate or is it based on the size  
10 of the catch?

11 A. Well, it's -- I think it's a percentage, so whatever they  
12 make off the catch, the boat gets a certain percentage right off  
13 the top, fuel and ice and expenses come off, and then like the  
14 captain gets his percentage and then he gets the captain per, so  
15 he gets more.

16 Q. Yeah.

17 A. And then the crew, depending on like your experience, the  
18 captain will decide, not the owner, how -- like, say, full share,  
19 which is a hundred percent share or quarter share, which is 75  
20 percent share.

21 Q. Um-hum.

22 A. You know, it's up to the captain's discretion.

23 Q. Okay.

24 A. But it's off of, like, what they make for money --

25 Q. Okay.



1 A. -- is what they make.

2 Q. All right.

3 A. It's off the catch.

4 Q. All right.

5 A. I mean, there's times that they could go out and make a bunch  
6 of money, and then there's times they go could go out and make  
7 nothing --

8 Q. Right.

9 A. -- because they didn't cover expenses, so --

10 MR. [REDACTED]: Right, okay. All right, thank you.

11 MS. GROSS: You're welcome.

12 BY MR. YOUNG:

13 Q. Good morning, this is Brian Young with the NTSB. On behalf  
14 of my agency, we're extremely sorry for what you're going through,  
15 through this tragedy, so we really appreciate you coming in and  
16 talking to us and trying to shed some light on, you know, Mike's  
17 experience out there and trying to understand what goes on once he  
18 leaves the pier, so only a few other questions. You said that he  
19 started working with the *Emmy Rose* when Bobby became captain. Had  
20 he worked with Bobby before this?

21 A. Um-hum.

22 Q. Had they been working together for a while?

23 A. Um-hum. For years.

24 Q. For years.

25 A. Off and on, yeah, on different boats.

1 Q. And would it be safe to say they had a pretty good working  
2 relationship?

3 A. Yeah. I used to joke that they, like, were married, that  
4 Mike was in a relationship with Bobby.

5 Q. And I know they had one sat phone and when I went to sea,  
6 whenever we get bad weather the sat phone wouldn't work if it was  
7 cloudy and everyone was very unhappy that they couldn't  
8 communicate. Was there any other way that he could communicate  
9 with you, an e-mail or --

10 A. I don't think so. Not that I know of. I know on other  
11 boats, from past histories, not from Mike, but my ex was also a  
12 fisherman, there is a system that they can send e-mails. They  
13 don't usually use it unless it's like some sort of an emergency,  
14 you know what I mean?

15 Q. Right.

16 A. And I know if you don't -- some boats charge when you use the  
17 sat phone, so sometimes they don't want to use it a lot. I don't  
18 think they did on this boat, but I'm not quite sure. But, I mean,  
19 their communication was that phone, you know.

20 Q. And did you get any phone calls --

21 A. This trip?

22 Q. -- during this trip?

23 A. Uh-uh.

24 Q. No. And did you previously on previous trips?

25 A. Yeah. Sorry.

1 MR. McCORMICK: Take your time.

2 BY MR. YOUNG:

3 Q. And I know it's hard to tell the -- the schedule or what work  
4 they may have been doing out there, but --

5 A. From my understanding, the first 2 days they had like a  
6 crappy tread and they weren't catching anything and then the last  
7 3 days they filled the boat. And Annie said she -- who is Bobby's  
8 girlfriend, partner, they have a child together, the captain, she  
9 said she had talked to him around 9:30 at night and that they were  
10 still on deck cutting fish but they were on the way into  
11 Gloucester to unload and their plan was to unload and go back out  
12 fishing. So surely they were just -- they were working, you know.

13 Q. Um-hum.

14 MR. McCORMICK: I'm sorry, that was the captain's wife who  
15 told you, you had that information?

16 MS. GROSS: Yeah.

17 MR. McCORMICK: Okay.

18 BY MR. YOUNG:

19 Q. Do you have any idea as to how much fish they would typically  
20 catch? Did they ever say an amount that they were bringing in to  
21 Gloucester?

22 A. I think, I mean, that boat was not big, so I think quite  
23 probably around 30,000 to 50,000. I'm not sure how much the boat  
24 holds.

25 Q. And I think you had mentioned before that for them to come

1 in, grub up and head right back out wasn't an odd thing, they  
2 would do that if the fishing was good?

3 A. Um-hum.

4 Q. When they knew they had a good spot?

5 A. Yeah.

6 Q. Okay.

7 A. Yeah, and they also would try -- I mean, the prices are all  
8 so unpredictable, but like if they already had a trip on and they  
9 knew or they thought that, you know, the prices were going to be  
10 good, the captain would call and say, you know, get in and unload  
11 the boat because sometimes the prices were so good that even if  
12 you didn't have the best of a trip, you're still going -- it's  
13 still worth it to come in and unload and get back out and keep  
14 fishing.

15 Q. Right, right. And I know it's getting close to a holiday  
16 season, but if the crew didn't want to go back out, if they say  
17 they wanted to be home or had something important to be home for,  
18 could they get off and go home or would they be kind of stuck and  
19 they had to go back for a turn and burn?

20 A. No, I mean, none of them can really be told. Like, if Mike  
21 wanted to quit, he would just quit, you know what I mean, and walk  
22 off the boat or -- you know what I mean? Like, he may not have a  
23 job coming back --

24 Q. Right.

25 A. -- you know what I mean, but like I said it's up to the

1 captain, who he hires, what the schedule is. But they were all  
2 friends so they usually always made it work. Like if a guy needed  
3 a trip off, they would just find someone else to fill in for that  
4 trip, you know, but usually if they were doing something like  
5 that, it would be talked about amongst the crew and they would all  
6 be okay with it, you know, and they planned on it.

7 Q. Sure. And other than the captain and Mike working together,  
8 do you think the other two crew members were part of this tight-  
9 knit group or were they kind of new?

10 A. No. So Jeff was, too. So I've known Jeff, I've known Bobby  
11 and obviously Mike, my fiancée, I've known all of them pretty much  
12 a good portion of my life and they've all fished together for a  
13 very long time. The only one I didn't really know was Ethan, who  
14 was the young kid, the 20-year-old. I know that he had just  
15 gotten into dragging, I think he has some more -- some experience,  
16 like, lobstering and stuff like that. I really don't know much  
17 about him but I do know that like, Jeff's been fishing for like 30  
18 years or more, you know, same with Bobby. Mike's been doing it  
19 since he was, you know, 16, 17 years old and he was 38. So you  
20 know, between the three of them they had a lot of experience on  
21 fishing.

22 Q. Right. In addition to being a cutter and sometimes the --  
23 driving or navigating the vessel, do you know if Mike ever did any  
24 welding on the *Emmy Rose*?

25 A. I don't think he did any major welding, no. Bobby was really

1 good at that kind of stuff, the captain, he was like -- I don't  
2 know if he had any formal training, but he was just good at  
3 mechanics and building stuff. So I feel if something like that  
4 was major, I would feel like it would be Bobby that would be doing  
5 welding. But if it was something small that needed to be welded  
6 real quick, I'm sure Mike would be -- I mean, I've seen him weld  
7 little things before, you know, to cut the chain or something when  
8 they're at the dock.

9 Q. Right, right. Speaking of repairs and welding, when you  
10 heard about possible lazarette alarms, was that something you  
11 heard from Mike or from other people?

12 A. I can't remember if it was directly from Mike or really  
13 because my brain, I don't know if it was him that told me or if it  
14 was someone else on the boat or I'm not quite sure.

15 Q. Okay, okay. You said that Mike had been on many other  
16 vessels. Did he ever talk about how the *Emmy Rose* compared to  
17 other ones as this -- obviously he's been on --

18 A. Just that it was a weird shaped boat and that he wasn't used  
19 to it, but it's just an odd shaped boat. I think they said it's  
20 an old western style boat, which I don't really know what that  
21 means, but you know, it's not what you typically see fishing up  
22 here. It kind of looks like a shrimp boat that should be down  
23 south or something, you know, it just was a weird shape. I told  
24 him that I didn't like the way it looked, I just didn't, but that  
25 was my personal opinion. I don't know much about the shrimp

1 boats, but --

2 Q. Right. How about being out there and did he ever come back  
3 and say boy, we rolled a lot or we were pitching a lot compared to  
4 other boats, just to get an idea of maybe the way the vessel rode  
5 out at sea, did he say that?

6 A. He didn't say, I don't remember him -- I don't really  
7 remember him saying anything like that. I don't know. Usually if  
8 he was talking, there were like a bunch of boats that was also  
9 boating right there, you know what I mean?

10 Q. Right.

11 A. Like he would talk about the trip and just like, you know, if  
12 it was like a good trip or he was exhausted because he'd been up  
13 for 3 days cutting fish or whatever the case may be, you know what  
14 I mean or -- I mean, he would talk about the issues that they had,  
15 it's just nothing I can really think of right now that like pops  
16 into my head that he was -- that he said.

17 Q. Right. And was it standard once they got into some good  
18 fishing and they had to cut a lot of fish that they would stay  
19 awake for a long time?

20 A. Yeah.

21 Q. Yeah.

22 A. Yeah.

23 Q. Did he ever say to you the lengths of time, like boy, I was  
24 awake for a full day or a full 2 days or more than that?

25 A. Yeah.

1 Q. Do you remember what the longest he ever said was that he  
2 stayed awake?

3 A. I don't remember. You know, they -- they would have -- so if  
4 they got into some fish and they knew they would have to be up,  
5 they would take, like, shifts where they would get like little  
6 naps.

7 Q. Um-hum. A quick nap?

8 A. Yeah.

9 Q. In the bunk room was there room for the three deckhands to  
10 stay in there or was that separate, did they each have their own  
11 separate rooms?

12 A. I can't really remember. It wasn't that big of a boat, I'm  
13 not sure if the three crewmen slept in one room and then the  
14 captain usually has his own room.

15 Q. Um-hum.

16 A. I can't quite remember, to tell you the truth. I know that  
17 there was -- there was bunk beds and stuff, I'm just not sure how  
18 the sleeping arrangements went, like who slept where.

19 Q. And when you talked previously about the doors maybe not  
20 working so well and there was some work going on, was that this  
21 most current trip or --

22 A. That was the trip -- so the one that they just left on, the  
23 one before that.

24 Q. Okay.

25 A. And that's why Bobby was out so long and that was like the



1 longest trip he's had on that boat was because they got these new  
2 doors and they couldn't get them to work, they weren't sinking the  
3 net, so Bobby was out there trying to weld them, trying to put  
4 some weight on them to get them to work right.

5 Q. Oh, I see. So when they had the doors back on the boat they  
6 would actually -- Bobby would be doing some welding on the doors  
7 to somehow modify them so they would work better?

8 A. Yeah, yeah.

9 Q. And that kept them out to sea longer than you expected?

10 A. Yeah. And Mike wasn't on that trip, Mike had been home, you  
11 know, but he was in contact with Bobby and they talked and  
12 sometimes call the boat just to check in and see how they were  
13 doing and when they would be home. They always kept in contact  
14 with each other, you know, even like when Mike was home he was  
15 still calling them.

16 MR. YOUNG: Right, right. I don't have any other questions  
17 for now, but thank you for giving us a good insight as to what the  
18 boat was like and what the conditions are like, we appreciate it.

19 MS. GROSS: Okay.

20 CDR [REDACTED]: Thank you. So that concludes the formal section  
21 and I'll just go around and see if the panel has any more  
22 questions. I don't have any for you.

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

24 MS. GROSS: Okay.

25 MR. [REDACTED]: No, I don't have any.

1 MR. YOUNG: No. Thank you very much, we appreciate it.

2 MS. GROSS: You're welcome.

3 MR. YOUNG: Do you have any questions for us before we --

4 CDR [REDACTED]: Yeah.

5 MR. YOUNG: -- stop the recording?

6 MS. GROSS: I guess like my biggest question is, I guess,  
7 once you guys decide like if and when you are going to get the  
8 technology to do a dive, would it be you guys that reach out to  
9 me, you guys reached out to me? Should I call and check in with  
10 you, will you reach out to me? I just, I guess, like I'd say I  
11 want answers, I at least want to know where he is, you know. So I  
12 guess that's my biggest question and like how fastly will this  
13 move to get down there to see what happened?

14 MR. YOUNG: Right. What we have to do first is we have to do  
15 a number of calculations based on the positions that they are  
16 receiving in from several sources and like where the Coast Guard  
17 was out doing a search and rescue area, we try to hone it in and  
18 then we have to look at where the vessel may have landed on the  
19 bottom and then we would go out and work with other agencies --

20 MS. GROSS: Um-hum.

21 MR. YOUNG: -- that have special equipment such as what they  
22 call a side-scan sonar that's able to look kind of for heavy metal  
23 objects.

24 MS. GROSS: Right.

25 MR. YOUNG: And once we pinpoint that, we would go out with a

1 different vehicle called an ROV, a remote operated vehicle, that  
2 does have high-definition cameras and lights, and try to do a  
3 survey of the vessel as it sits on the bottom.

4 MS. GROSS: Okay.

5 MR. YOUNG: And that would enable us to look at the  
6 condition. It depends how the vessel is sitting --

7 MS. GROSS: Right.

8 MR. YOUNG: -- if we would be able to see if the propeller  
9 may have backed out, if something had struck it, if the hatch  
10 possibly was left open. There's some things we may be able to see  
11 but there are also things we may not be able to.

12 MS. GROSS: Right, right, right.

13 MR. YOUNG: But we would rule out --

14 MS. GROSS: Right. Right, right.

15 MR. YOUNG: -- certain ideas.

16 MS. GROSS: I guess, like, my -- just my question is like who  
17 should I stay in contact with? Should I grab your business card?

18 MR. YOUNG: We've all --

19 CDR ██████: Yeah, you can reach out to -- we are going to be  
20 doing this investigation for the next, you know --

21 MS. GROSS: Year.

22 CDR ██████: -- year. So I think we're all in contact, so you  
23 can reach out to me, you can reach out to Brian. I think between  
24 the two of us, we're kind of the two points, so --

25 MS. GROSS: Okay.

1 CDR [REDACTED]: You know, I plan on -- when I get major  
2 information that I can share, I plan on calling the families and  
3 letting everybody know.

4 MS. GROSS: Okay, thank you.

5 MR. YOUNG: That's why we have our TDA specialist, Kim --

6 MS. GROSS: Kim.

7 MR. YOUNG: -- (indiscernible) reaching out to you, as well.

8 MS. GROSS: Okay.

9 MR. YOUNG: And keeping you and advise any significant  
10 findings throughout the investigation.

11 MS. GROSS: Right, right. And you guys have my number?

12 MR. YOUNG: Yes, we do.

13 MS. GROSS: Okay, okay.

14 MR. YOUNG: Yes. We've been provided by the Coast Guard with  
15 all four crew members' --

16 MS. GROSS: Okay.

17 MR. YOUNG: -- person, POC, and Kim will be in touch with you  
18 within the next few weeks.

19 MS. GROSS: Okay.

20 MR. YOUNG: And absolutely keeping you updated and fielding  
21 any questions you have for us and then we are working together  
22 very closely.

23 MS. GROSS: Okay, okay.

24 MR. McCORMICK: You guys will let us know about the  
25 investigation in general, because this is obviously one small

1 piece of it. If you interview, for example, other crew members  
2 and, you know, wives or people like that, that may have some  
3 information, will we learn about that?

4 CDR [REDACTED]: What we can share with you guys, yeah,  
5 definitely.

6 MR. McCORMICK: Okay.

7 CDR [REDACTED]: I mean, as far as the phases of the  
8 investigation, you know, like right now we're data collection --  
9 or, you know, fact finding. As we mentioned, you know, we're  
10 doing the formal interviews this week, we're going to do some more  
11 interviews next week.

12 MR. McCORMICK: Right.

13 CDR [REDACTED]: We're going to try and go and try to find some  
14 sister vessels and get on them to see what those look like --

15 MR. McCORMICK: Um-hum.

16 CDR [REDACTED]: -- and do some -- as Brian mentioned, try and  
17 find -- you know, do some side-scan sonar and eventually dive the  
18 vessel.

19 MR. McCORMICK: Okay.

20 CDR [REDACTED]: And we have our Coast Guard Marine Safety Center  
21 up at headquarters, they're going to do a vessel stability  
22 analysis so we can, you know, plug in different models and try and  
23 figure out stability and stuff. But yeah, I mean, as much as I  
24 can share with you guys, that's my plan.

25 MR. McCORMICK: Okay.

1 MS. GROSS: Okay.

2 CDR [REDACTED]: I'll keep you guys posted and again, you can see  
3 the amount of resources in here. We're taking this very seriously  
4 and my job for the next year is to do this investigation, so -- so  
5 please feel free to reach out to me and I'll -- anything I can  
6 tell you, I'll let you know.

7 MS. GROSS: Okay.

8 MR. McCORMICK: We really appreciate the efforts you guys are  
9 putting into this, we really, really do, because right now it's a  
10 big mystery, so hopefully we'll get to the bottom of it.

11 CDR [REDACTED]: Exactly.

12 MR. McCORMICK: Yeah, okay.

13 MR. YOUNG: So with that being said, we'll stop the recording  
14 and then we'll go off record.

15 (Whereupon, the interview concluded.)  
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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 Ashley Gross

ACCIDENT NO.:                   DCA21FM007

PLACE:                               Sector NNE, South Portland, Maine

DATE:                               December 9, 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