

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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SINKING OF F/V *EMMY ROSE* NEAR *

PROVINCETOWN, MASSACHUSETTS *

Accident No.: DCA21FM007

ON NOVEMBER 23, 2020 *

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Interview of: ALLEN BEAUCAGE, Former Deckhand
F/V *Emmy Rose*

Via Telephone

Thursday,
September 2, 2021

APPEARANCES:

██████████, Lead Investigating Officer
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U.S. Coast Guard

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I N T E R V I E W

1
2 LT [REDACTED]: -- investigation team for the *Emmy Rose*. On the
3 line we have CDR [REDACTED], who is the lead investigating
4 officer.

5 CDR [REDACTED]: Hey --

6 LT [REDACTED]: We also have Mr. -- oh, sorry. Go ahead,
7 Commander.

8 CDR [REDACTED]: Yeah. Hey, good morning, Allen. This is
9 CDR [REDACTED]. I appreciate you talking with us this morning. Thank
10 you very much.

11 ALLEN: Yeah, no problem.

12 LT [REDACTED]: And then also on the line we have Mr. Brian
13 Young, who's with the -- who's part of the investigation with the
14 National Transportation Safety Board, NTSB.

15 MR. YOUNG: Hi, Allen. Thank you very much for your time
16 today.

17 ALLEN: Yeah.

18 LT [REDACTED]: And then we also have Mr. [REDACTED], who's
19 with Sector Northern New England up in Portland, who's also part
20 of the investigation.

21 MR. [REDACTED]: Good morning.

22 ALLEN: Morning.

23 LT [REDACTED]: And then before we get started, Allen, I just
24 want to confirm, we're going to be conducting -- we're going to be
25 recording the interview, so that way we can -- we have a

1 transcript of what was said and things like that. Are you okay
2 with that?

3 ALLEN: Yeah, I'm good.

4 LT [REDACTED]: Okay. All right, Allen. So just to kind of
5 confirm, and so you know how we -- where I got your name and
6 everything from. So when we conducted the initial interview with
7 Mr. Varian, we had obtained a previous contract from crewmembers
8 who had worked aboard the *Emmy Rose*. So that's kind of --

9 ALLEN: Okay.

10 LT [REDACTED]: -- how we got your contact information and others
11 as well.

12 INTERVIEW OF ALLEN BEAUCAGE

13 BY LT [REDACTED]:

14 Q. So with that being said, if we can just go ahead and if you
15 can tell us quickly about your previous and your fishing
16 experience, where you're at now, where you've been, and then we'll
17 go from there.

18 A. Yeah. Right now I'm on the *Blue Water III* with David Oja.
19 I've been fishing for -- I've been a captain since I was 20 years
20 old, so I've been around. I was in New Bedford all last year
21 working for Blue Harvest, actually running a boat identical to the
22 *Emmy Rose*. And yeah -- yeah, I've been around. I've been doing
23 it a long time, so --

24 But, yeah, as far as on the *Emmy* goes, I guess I said, you
25 know -- I've been through it once with you, but the first trip I

1 was on the boat, everything was fine shine. You know, everything
2 went smooth, it was a good trip. And then the next trip, you
3 know, we was on our way in and we started transferring fuel, which
4 I didn't know about. I was down in the hole with the green guy
5 showing him what to do. There was another guy at the wheel. And
6 I noticed the boat started listing pretty bad, so I decided to
7 come up out of the hole, but when I did, I stepped into waist-deep
8 water. And, you know, I wasn't very happy about it. You know,
9 obviously I went straight to the wheelhouse. There's a guy
10 standing up there watching TV. And, you know, I keep thinking
11 about this, you know, as to how the boat could have sank and, you
12 know, had I not I come up out of the hole that night when I did,
13 another 10 minutes, she'd have rolled right over. So, and that
14 was with somebody awake at the wheel. So, I mean, I can see how
15 it can happen.

16 But I think that the boats aren't that stable. Carlos had
17 added a lot of extra steel up around the rails and stuff on them,
18 which is what weights them down a lot. They carry way too much
19 fuel, which makes them heavy as it is. And then as soon as you
20 start putting water over the rail, it just, it -- later it opened
21 (indiscernible). It definitely was not a fun scene.

22 Q. And, Allen, so -- and you said as you came up. So who was
23 conducting the fuel transfer?

24 A. Bobby was at the time, but he went to his bunk as he was
25 transferring fuel. I have no idea why. He went and laid down and

1 fell asleep. And, you know, I come up out of the hole, waist-deep
2 water. I go over, try to get the scuppers open. All the gear is
3 (indiscernible) out of the side, the side -- you know, the gear
4 room on the side, all the (indiscernible) on deck. And I
5 immediately go up to Swampy, and I was like, (indiscernible),
6 what's going on here? He's like, what do you mean? I'm like,
7 what I do mean? I said, we're half sunk is what I mean. You
8 know, why haven't you got Bobby up yet? Oh, well, well, it ain't
9 my job; you go. And so I went and woke Bobby up. And the second
10 I woke him up, you know, he knew what he had done and he went down
11 and started transferring it back across. But, yeah -- no, it
12 definitely was not a very good scene.

13 Q. And you said that was after your last haul and you were
14 headed back into port? Is that when it happened?

15 A. Yeah. Yeah, we're steaming back in. I don't know what --
16 you know, exactly where what was the fuel, but both trips that I
17 made with him, we done our trip, and then he had to transfer fuel
18 at the end of the trip.

19 So I'm almost, you know, thinking in my head that, you know,
20 just -- it was pretty sloppy, I do believe, the night the boat
21 went down and it was pretty flat calm the night this happened to
22 me. Now had there been a 10-foot sea rolling across that rail
23 that night, it wouldn't have been good. So I'm almost -- in my
24 mind, I'm thinking the same scenario went down again. And I have
25 talked to other people from on the boat, said (indiscernible).

1 And I don't know why, but I think that was a pretty common thing
2 to happen when he was running the boat.

3 Q. So with that, so just in discussing the fuel usage, so do you
4 know, does he normally just pull from the starboard, you know,
5 which feeds from the port or is there a specific way that he does
6 the fuel and do you know which way he usually transfers fuel from?
7 To the port from starboard or from --

8 A. I'm not sure exactly, you know. I think that boat had -- it
9 had some full fuel tanks on it, I do believe. And myself, I
10 mean -- like I said, I run the *Allagash*, the identical boat. And
11 they hold so much fuel that I never even once transferred fuel.
12 I've been running boats for 30 years, and I've never once turned
13 on a transfer pump, never. I don't believe in it because stupid
14 stuff like that can happen. I always just open up, you know, the
15 burn and return on the two side tanks, burn them even. You
16 shouldn't be burning one side or the other and -- but I see other
17 captains doing the same thing, too. But I just --

18 Q. Yeah.

19 A. -- it's not something that I do. I just -- you shouldn't
20 have to. I mean, if you got two side tanks, open up all four
21 valves, it will burn and return evenly, and then you ain't got to
22 get into transferring fuel. But everybody has their own thing,
23 they do it their own way, so --

24 But I don't know exactly where -- you know, what his common
25 routine was. I only made them two trips with Bobby. You know, he

1 just got back to boat. I just happened not to be doing much at
2 the time. And, you know, he asked me if I'd go out with him and
3 blah, blah, blah, so I did. And, you know, so I don't really know
4 his common routine as to, you know, why he'd burn off of one side
5 and not all, but -- I don't his common routine.

6 Q. And during your time on the *Emmy Rose*, how did you feel about
7 the, like the material condition of the vessel?

8 A. I thought it was in very good shape myself. I mean it looked
9 fine shine to me, but fresh paint does a lot. Because I remember
10 back when I was working for Bob McNeil and we was all down in New
11 Bedford. Bobby had just bought boats. Rink shows up. He's like,
12 oh, I'm buying that boat right there. And it was parked back to
13 us. And I'm looking at the stern ramps, and I'm like, ha-ha,
14 yeah, you're buying that thing? But then he buys it and it's --
15 you know, when I see it, it had all fresh paint all over the whole
16 thing. Paint does wonders.

17 Q. Yeah. My (indiscernible) --

18 A. But my first -- my first look at that boat, yeah, the stern
19 ramps looked like they was rusted right out of it. So, but then
20 he painted it all up, so I don't know. But when I was fishing on
21 it, yeah, the boat looking good. But like I said, paint does
22 wonders.

23 Q. Yeah. And on that night that you're speaking of where you
24 had the -- you know, where you had the water on the aft deck, how
25 much -- approximately how much fish did you guys have on board?

- 1 A. Oh, we probably had about 40,000 on.
- 2 Q. Okay. And how much do you think that boat can hold?
- 3 A. Oh, well, I had 103,000 on the *Allagash*. So I'd say she can
4 hold 100,000 easily enough.
- 5 Q. Wow. That's a lot of fish.
- 6 A. Yeah. It is. Yeah, we put them on quick. But I think it
7 was 2.4 days dock to dock with 103,000.
- 8 Q. Yeah.
- 9 A. But when you're out there -- you know, I didn't feel that
10 that boat was unsafe. You know what I mean? I -- we had some
11 fish on it and we was fine. But like I said, I always burn --
12 like when I first got the boat, the fuel tanks was full. And it's
13 like, why do we have all this extra weight on this boat? We
14 already have all this heavy steel rigging on here and stuff. So
15 myself, as the captain, I only fill my fuel tanks half full. Just
16 to try to compensate for all the extra steel that Carlos had added
17 onto the boats. Now if them fuel tanks was full to the top and
18 then put 100,000 on it, probably would've been a little bit
19 different.
- 20 Q. Do you remember the date that you sailed on board the *Emmy*
21 *Rose* or approximate?
- 22 A. I don't. I don't. I think it was -- oh, I don't even know
23 now. August to September. I was on there two trips for his son.
24 I do know that. Yeah, I don't know the (indiscernible) dates.
- 25 Q. Have you ever sailed with Bobby before?

1 A. No. No, I hadn't. That was the first time. Well, I mean
2 like I made them two trips with him and that was it.

3 Q. Yeah. And what other crewmembers were on board when you were
4 on there?

5 A. Me, Swampy, which I don't know his real name, and there's
6 another young kid that's pretty good friends Rink, I do believe,
7 and I don't know his name either.

8 Q. So it's just a crew of four?

9 A. Yes. Yeah.

10 LT [REDACTED]: Okay. All right. I'm going to go ahead and
11 pause and I'm going to go to Mr. [REDACTED].

12 [REDACTED], do you have any questions?

13 BY MR. [REDACTED]

14 Q. Allen, you said the guy on the helm, is that Swampy?

15 A. Yes.

16 Q. Okay. But you don't know his name?

17 A. I don't know his real name. No, I've always just known him
18 as Swampy.

19 Q. Okay. Do you happen to know what the transfer rate is,
20 gallons per minute, when you're transferring between fuel tanks?

21 A. I don't know what it is, but I know -- well, let me think
22 here. We transfer probably about 5,000 gallons. I'm going to say
23 probably about 20 gallons a minute.

24 Q. Okay. Do you happen to know why Bobby would've transferred
25 fuel? Was it to accommodate a list or the trim or why he might

1 have done that?

2 A. I think it's -- I think the two -- I think he had a forward
3 and aft tank and two side tanks. And the two tanks that he burned
4 on during the trip was like just enough fuel to do your trip. And
5 then he would transfer -- but I don't know why he wouldn't just
6 open up the other two valves and just burn the other two tanks,
7 but -- so, yeah, I can't really answer that, I guess.

8 Q. Okay. We saw on -- from AIS that it looked like he found an
9 area to fish on the way back in and he was on it for about 5 to 6
10 hours. Can you estimate approximately how much fish you could've
11 caught in 5 to 6 hours?

12 A. Oh, I guess it all depends how they're coming for you, but I
13 mean, myself, I've put on -- I mean I'd say if he liked the
14 fishing and -- I mean I'd say it'd be at least a couple thousand
15 an hour. So I mean, but -- like when I had the *Allagash*, I put
16 on 30-, 40,000 in that much time before.

17 Q. Okay. So anywhere up to 30 to 40?

18 A. So I'm going to say the lower end of it, you know, he's
19 going -- you know, I'm going to say a couple thousand an hour, you
20 know.

21 Q. Okay. But it could have been up to 20- to 30,000 pounds if
22 he was really on it?

23 A. Yes. Exactly.

24 Q. Okay. And how long would it take you to process that amount
25 of fish, say, 20,000 pounds of fish?

1 A. Well, if you've got good guys, good crew, you can go through
2 them in a few hours.

3 MR. [REDACTED]: Okay. All right. I have no other questions.

4 LT [REDACTED]: Okay. Thanks, [REDACTED].

5 Now I'm going to go to Mr. Brian Young. Brian?

6 MR. YOUNG: Thanks, [REDACTED].

7 BY MR. YOUNG:

8 Q. Hi Allen. This is Brian Young with the NTSB.

9 A. Hi.

10 Q. You say you're on a similar vessel now, the *Allagash*,
11 compared to the *Emmy Rose*.

12 A. Yes.

13 Q. Is your vessel currently equipped with a fuel oil transfer
14 pump?

15 A. Yeah. It was.

16 Q. And is it still there or did you have it removed?

17 A. It's actually -- it's still on there.

18 Q. Can you estimate maybe how big the piping is between side to
19 side? We're trying to figure out a rate as to how much pump --
20 how much that pump can do.

21 A. Yeah. I'm going to say it was probably inch and a half pipe.

22 Q. And it -- pretty much, that pipe pump is dedicated to pump
23 between the port and starboard tanks?

24 A. Yes.

25 Q. Any chance there might be some sort of nameplate data on the

1 pump?

2 A. I'm not sure. I'm not sure. I know that the pumper line on
3 that one was pretty old and it didn't have no date or plate on it.

4 Q. Okay. Okay. Other than the one incident where you observed
5 the fuel being transferred on the way steaming in, during your two
6 trips, do you recall any other time that fuel was transferred
7 between the tanks?

8 A. No.

9 Q. No?

10 A. No.

11 Q. And once -- on the incident you recall with the vessel
12 listing to one side, was it able to be quickly recovered using the
13 pump going the other way?

14 A. No. I'm going to say it took about 2 hours.

15 Q. And that would be a constant pumping from, say, one side to
16 the other with the fuel --

17 A. (Indiscernible), yes. Yes.

18 Q. To bring it back to an even keel?

19 A. Yeah.

20 Q. Okay. When you were talking about when this vessel *Emmy Rose*
21 was for sale, you said that the stern ramps caused you some
22 concern maybe, they were rusted. Is there any more -- anything
23 else you might've seen such as any holes or pitting or anything
24 that you remember?

25 A. No. No. I was sitting in a the restaurant looking out the

1 window at its stern. Yeah, no, I never saw -- like I say, when I
2 stepped on it to work with Bobby, it had all brand new paint on it
3 and everything, so -- you know, it looked good at the time. But
4 when I first see the boat down in New Bedford, no, I'm not going
5 to say that it would've been my first pick. I (indiscernible)
6 pretty rotten.

7 Q. Understood. You say you run the *Allagash* with tanks about --
8 fuel tanks about half full. Would you say that was a similar
9 condition, if you can recall, on the *Emmy Rose*? They ran with the
10 tanks about that level?

11 A. No, I do believe the *Emmy's* was full.

12 Q. Both fuel tanks --

13 A. Or pretty much full.

14 Q. Okay. When the -- you talked also about the vessels being
15 relatively heavy and then the fuel would obviously add more
16 weight, and you said that Carlos added a lot of extra steel. Do
17 you know in particular what was added on these boats?

18 A. Yeah. The storm wall from behind the wheelhouse back like
19 almost to where the door comes up, you know, like 6 feet tall,
20 that was all add-on. Up around the bow, it was like a whole
21 extra, you know, 4 to 6 feet of rail added up around the whole bow
22 of the boat. And then he had a bunch of extra rigging added up on
23 top, you know, like a real big mast and stuff. So, yeah, the
24 boats had a lot of extra weight on.

25 Q. And how about back aft around the net reel area, was that

1 added to at all that you can recall?

2 A. (No audible response.)

3 Q. I'm sorry. The -- I didn't hear your last response. But
4 around the net reel area on the stern, was anything added back
5 there that you can recall?

6 A. No. No, that was original.

7 Q. Okay. And just a question for general operations even on the
8 *Allagash*. When you're steaming in, you have your outriggers out.
9 In, say, in flat calm weather, what do you typically do with your
10 birds?

11 A. I usually pick them up.

12 Q. And then as you were steaming in, what would be any reason to
13 have your birds placed down into the water?

14 A. Just --

15 Q. Yeah, I think you might have cut out when you just gave your
16 response there again. But --

17 A. Yeah. If it's real rough out, I'll leave them in the water.

18 Q. And when you do --

19 A. But if it's, you know -- yeah, go ahead.

20 Q. When you do put them in the water, do they always go down to
21 a specific depth and have a stop or are you able to control how
22 deep into the water they go?

23 A. No. They go down and they have a stop on them.

24 Q. And can you just estimate on the *Allagash* about how deep into
25 the water the birds fly?

1 A. Yeah, I'm going to say about 20, 25 feet.

2 Q. Okay. And could you ever adjust that at all or is that just
3 the way it's set and --

4 A. Uh-huh. If you, if you -- but you ain't going to adjust it
5 out there on the fly.

6 Q. Okay. Okay. And the last question I have is back to the
7 fuel system. Do you recall either on the *Allagash* or the *Emmy*
8 *Rose* if there is some sort of an equalizing line that you're able
9 to balance the fuel tanks and keep them level?

10 A. Yeah. I mean all boats have a burn and return. So, you
11 know, like with me, if I start -- you know, see a real lot of fuel
12 used out of one, I can shut the return line off and it all go to
13 the other side for an hour, then you go back -- return line back
14 open, you burn even.

15 Q. Right. Right.

16 A. But you usually don't even have to do that. Usually if you
17 open up all four lines, your burns and your returns, you know,
18 your hull guide keeps the hull level and she'll burn pretty much
19 even.

20 Q. Okay. And they were estimating on the *Emmy Rose* that they
21 burned about 500 gallons a day. Is that somewhat similar to what
22 you burn on the *Allagash*?

23 A. Yeah. It is.

24 MR. YOUNG: Okay. Okay. Thank you very much. I'll pass it
25 back to [REDACTED]. Thank you, Allen.

1 ALLEN: Yeah. Thank you.

2 LT [REDACTED]: Thank you, Brian.

3 And now to CDR [REDACTED]. Commander?

4 BY CDR [REDACTED]

5 Q. Hey, Allen, thanks again. CDR [REDACTED] here. Yeah, a couple
6 questions. Can you just kind of describe like -- obviously you
7 were on board for like two trips of the *Emmy Rose*. Can you kind
8 of describe how those trips went, where you guys went fishing and
9 how the operations worked with the crew, kind of how long you
10 fished, how you set gear, that type of stuff?

11 A. Yeah. I mean, you know, it went pretty good for the most
12 part, you know, except for the end of it, the fuel. But, yeah --
13 no, just typical trip. You know, we fished probably 5, 6 days,
14 you know. Yeah, we always -- we worked long hours. You know, we
15 were short-handed, so, you know, we was up, you know, days to a
16 time, but as typical for any boat you go on, I guess. But, yeah,
17 no, it was all pretty smooth for the most part, you know, no
18 different than any boats I go on.

19 Q. Okay. Would you all -- you know, as you were engaged in
20 hauling back, would everybody -- you know, kind of put the
21 wheelhouse on autopilot, everybody come down and start working the
22 deck, so to speak?

23 A. Yeah. Yeah, pretty much.

24 Q. Okay. And then I guess the other question is who would
25 operate the engine room, the pump and that type of stuff?

- 1 A. Bobby.
- 2 Q. Bobby would? Okay. Would anybody else on the crew operate
3 any of that or was it just him?
- 4 A. No. No. No, definitely not.
- 5 Q. Okay. So he pretty much ran the engine room, do his
6 (indiscernible) thing or pump?
- 7 A. Yeah.
- 8 Q. Okay. And then --
- 9 A. Yeah.
- 10 Q. -- the other question. When you guys were, you know, gutting
11 fish and doing everything on deck, did you guys have any like deck
12 washdown pumps going or hoses or anything like that?
- 13 A. Yeah. Yeah, always. Always. You've always got a washdown
14 pump going.
- 15 Q. Okay. And how would you do that? Just have a hose running
16 on the deck with the scuppers in and, you know, washing it down?
- 17 A. Yeah. Well, I mean most boats have a wash tank. You know,
18 you'll take your deck hoses and plug it into the tank so it
19 swirls.
- 20 Q. Okay.
- 21 A. And then there's usually just one laying on deck.
- 22 Q. Okay. And then so obviously you guys, you know, you gut the
23 fish, throw them -- somebody would be down in the hold. How would
24 you guys pack the hold on the ship, if you remember?
- 25 A. You know, just stack your fish in, you know, throw your ice

1 on the top.

2 Q. Okay. So it would -- you put it on the deck, on the floor in
3 the fish hold or it would go like --

4 A. Yeah, it first goes down there and lands into the floor, and
5 then your guy down in the hold, you know, separates the species
6 and throws it up into the side pens.

7 Q. Okay. So would you -- would the floor be, you know, covered
8 with ice and then, you know, kind of separated that way? Or would
9 it be ice on the floor and then the pens and then, like you said,
10 each pen would have its own species?

11 A. Yeah. You'd have a little bit of ice on the floor
12 (indiscernible).

13 Q. All right. And then how would -- did you ever go down in the
14 fish hold? Was it -- I guess, first, did you ever go down there?

15 A. Yeah. I have been down there.

16 Q. Okay. And when you had fish in there and things, you know,
17 packed, so to speak, with ice and whatnot, did it fill with water?
18 Were the bilge pumps pretty good in there or any issues with that?

19 A. While you say that, I guess we did have -- the first trip on
20 there, we did have an issue with it pumping out. (Indiscernible)
21 off and cleaned everything myself.

22 Q. Okay. So when you say issue, like was it -- how full of --
23 was it full with water, was it not full with water, it just wasn't
24 taking suction?

25 A. The (indiscernible) full. And then it wouldn't take suction,

1 so I knew myself what was going on so I just took it into my own
2 control and just did it.

3 Q. How much water was in there would you say or, you know, when
4 you were down there before you cleaned it out?

5 A. Oh, it was probably (indiscernible) gallons down there.

6 Q. Ten gallons? Sorry. Is that what you said? You were broken
7 there. Ten gallons?

8 A. No, about 1,000 gallons.

9 Q. Oh, 1,000 gallons. Okay. So where did that -- did that come
10 to like your knees or --

11 A. Well, it comes up -- it come through like the floorboards.
12 You know, you got floorboards in the bottom of the hole and then
13 the bilge is underneath that. And it come through the
14 floorboards. So if I was to step down in there, oh, it'd be up
15 over your knees, probably halfway to your waist.

16 Q. Okay. All right. Understood. And then how about have you
17 ever been down in the engine room when she was operating?

18 A. Yeah. I have been.

19 Q. Okay. And was there any water or slosh or sludge or anything
20 down there? How was the water level down in the engine room?

21 A. No, that was always pretty clean.

22 Q. Okay. And then are you aware of any like issues with
23 watertight bulkheads, like water penetrating from one side of the
24 vessel into the other?

25 A. No. No. Not to my knowledge.

1 Q. Okay. And when you were in the engine room, was the engine
2 operating? Was the prop engaged?

3 A. Yes. Yeah.

4 Q. Okay. Did you see where the through-hull is for the shaft?
5 Was there any water coming out of the stuffing box or anything?

6 A. No. No. It was pretty good.

7 Q. Pretty tight? Okay. Great. Yeah, then the other question I
8 had for you, just in your opinion -- obviously you're an
9 experienced, you know, commercial fisherman. What was your kind
10 of opinion of Bobby as a captain?

11 A. Oh, I don't know. He's a high-strung guy. I mean I like
12 Bobby, I mean, but would I pick him to go fishing with full time?
13 Probably not.

14 Q. Okay. What --

15 A. I mean he's capable of running a boat. It's just he -- you
16 know, he's real high strung and, you know, real sporadic guy. I
17 mean, it's just -- you know, myself, I like staying calm. And,
18 you know, we went out and -- I wouldn't choose to go, myself. I
19 mean he tried to get me to go back and I was just -- I just, no,
20 I've had enough. And nothing against him. It's just, you know,
21 I'm picky against, you know, anybody that I have to fish with
22 because I've always fished for myself.

23 Q. Yeah.

24 A. But, you know, it was just -- I don't know. He's a real
25 high-strung guy.

1 Q. Yeah. No, I --

2 A. And to me, I'm -- you know, I don't want to be out there with
3 someone that's real high strung and -- you know, I like more of a
4 low key (indiscernible).

5 Q. Okay. No, fair enough. I do have two other questions here
6 for you. The lazarette, did you ever go down in the lazarette?

7 A. That I have not been in.

8 Q. Okay. And do you know if they stored any gear in there or
9 anything?

10 A. I'm not sure if they did or not on that boat. Typically a
11 lot of boats do.

12 Q. Yeah. Okay. And then the hatch to that aft lazarette, do
13 you remember what it was like? Was it dogged or like how did it
14 sit there?

15 A. Yeah, they're all dogged.

16 Q. Okay.

17 A. Yeah, yeah, it was definitely dogged down.

18 Q. Okay. So it had, it had some type of handle or something?

19 A. Yeah, you got like a T wrench. Yeah.

20 Q. Okay.

21 A. Yeah, you use like a big T-handle wrench to undog them with.

22 Q. Okay. So I mean you would say it was pretty weathertight?

23 A. Yes. Yeah.

24 CDR [REDACTED]: Okay. All right. No, that's all I had. I'll
25 kick it back over to [REDACTED]. Thank you very much.

1 ALLEN: Yeah. Thank you.

2 LT [REDACTED]: Thanks, Commander.

3 BY LT [REDACTED]:

4 Q. Allen, just a few more things that I just wanted to just
5 touch on. When you were on board, did you guys ever -- did you
6 ever run any drills or anything like that on board the vessel?

7 A. No. No.

8 Q. No? And the -- your gumby suits, your immersion suits, where
9 were those stored?

10 A. They was in the bunk rooms.

11 Q. They're in each bunk room?

12 A. Yeah.

13 Q. And then while you were on board was there any -- was the
14 bilge alarm system functioning properly or was there anything that
15 you can remember with regards to the bilge alarm systems?

16 A. No. As far as I know, they all was functioning pretty good.

17 Q. Okay. Did the vessel have a -- we call it, and there may
18 have been a different name for it, a dead man alarm, which is up
19 in the pilothouse, where, you know, you have to reset it, press
20 the button every 15 minutes to ensure that you're awake?

21 A. Yeah. I'm not sure, I'm not sure if that boat had one or
22 not.

23 Q. Okay.

24 A. I know I never used it, so I'm going to say it might not
25 have.

1 Q. Okay. And then with regards to -- we're just trying to,
2 we're just trying to -- basically trying to determine what we
3 believe the configuration of what was going on when they were
4 steaming back home. Who would have been -- or who would most
5 likely have been on the helm, you know, after a long haul and then
6 you're headed back in and you're headed back into port? Would
7 Bobby be on the helm or would he have put somebody else on the
8 helm, you think?

9 A. I would. I mean I -- normally -- well, I'm going to say that
10 the guy should've been up cleaning the boat and he should have
11 been at the helm. But I can't -- you know, every trip goes
12 different. You know, I -- so I don't really know. But if they
13 had a big trip on and -- yeah, I mean typically the guy should
14 have been up cleaning and he should've been at the helm.

15 Q. Okay. Okay. And then you had mentioned the fish hold and
16 the bilge suction of the fish hold and having to pull up the
17 boards to clean out the guts. Did that -- did the bilge pump from
18 the fish hold work well on your second trip?

19 A. Yes. Yeah, it did. It worked just fine.

20 Q. Okay. And how often would that get pumped out?

21 A. Oh, I'm going to say three, four times a day.

22 Q. Okay.

23 A. You know, you get water going down in there from the wash
24 tank and all the fish going down, so -- and the ice melting. So,
25 yeah, three or four times a day.

1 Q. Is there a way to -- I mean without seeing the level go down,
2 is there a way to verify that it's actually being pumped out? Is
3 there an overboard or where does that pump to?

4 A. Yeah. Yeah, usually a discharge, an overboard discharge.
5 You know, you can just look over the rail and see it pumping.

6 Q. And that was hard, that was hard pipe then?

7 A. Yes.

8 LT [REDACTED] Okay. Okay. I don't have any other questions.
9 Now I'm going to kick back around one more time. Allen, thank you
10 again. But I'm going to go ahead over to Mr. [REDACTED].

11 [REDACTED], do you have any more questions?

12 MR. [REDACTED]: No. I'm good. Thanks.

13 LT [REDACTED]: Okay. Great. Thanks, [REDACTED].

14 Brian, do you have any other further questions?

15 BY MR. YOUNG:

16 Q. Just one final question, Allen. We had heard and we
17 understand that when the phone call was made from the *Emmy Rose* to
18 the fish house they said they had about 45,000 pounds aboard, and
19 it looks like they did some more fishing afterwards. Have you
20 heard anything or talked to anybody that may have spoke with
21 anybody on board that was told how much additional fish was
22 brought aboard?

23 A. I heard rumor he had on about 60,000.

24 Q. Total?

25 A. Yeah, total.

1 Q. And like you said, your vessel has held 100,000 without any
2 issues; would that be correct?

3 A. Yeah. Exactly.

4 Q. And do you know or have you heard from anybody that might
5 have been out there that had spoken to anybody on the *Emmy Rose*
6 that evening via VHF that we may be able to talk to?

7 A. No. I don't know anybody that talked to him that night.

8 MR. YOUNG: Okay. Great. Thank you again for all your help
9 today.

10 ALLEN: Yeah. Thank you.

11 LT [REDACTED]: Thank you, Brian.

12 And I'll kick it over to CDR [REDACTED]. Commander, anything
13 else?

14 CDR [REDACTED] Yeah.

15 BY CDR [REDACTED]

16 Q. Hey, Allen. CDR [REDACTED] again. Thanks again.

17 How about any welding or anything on board? Did you guys do
18 any work? I know the fish door -- there were some issues with the
19 fish doors. Did you experience any of that when you were on
20 board?

21 A. No. No. No, never welded nothing when I was out there.

22 Q. Okay. All right. Roger that. No, that's all I got. I
23 appreciate it. Thank you very much for talking with us today.

24 A. Yeah. No problem.

25 LT [REDACTED]: Thank you, Commander.

1 Allen, I just want to say thank you. And I wanted to
2 check -- I know you're going on vacation for a few weeks. Is
3 there a possibility when you return from your vacation that we can
4 maybe come out and take a look at your vessel since it is exactly
5 like the *Emmy Rose*? That way we can get at least -- we're kind of
6 working off of pictures and schematics and old, you know, incline
7 stability drawings and things like that. It would --

8 ALLEN: Right.

9 LT [REDACTED]: -- really be best, both for the investigation and
10 for us, to actually step on board a vessel that is, you know, the
11 actual sister ship to the *Emmy Rose*. Would that be possible?

12 ALLEN: Yeah. I'm sure that'd be fine.

13 LT [REDACTED]: Okay. All right. Well, Allen, I will keep in
14 contact with you, and I will reach out to you in a few weeks. I
15 know you're going to be gone for a few weeks down in [REDACTED]
16 [REDACTED], but once you return, I'll reach back out to set up some
17 time for us to come out there. But I want to thank you for your
18 time and thank you for reaching back out to me. It's greatly
19 appreciated.

20 And again, like I discussed yesterday, the purpose of the
21 investigation, one, is to try and -- we're trying to find out what
22 happened, one, to give a little bit of closure to the families;
23 and, two, to be able to implement any safety recommendations or
24 increase any regulations or, you know, with the Coast Guard
25 program headquarters to ensure that this doesn't happen again, or

1 try and mitigate the risks of this ever happening again.

2 ALLEN: Yeah. Yeah.

3 LT [REDACTED]: So --

4 MR. YOUNG: Excuse me. This is Brian Young. Just one final
5 question, Allen. Now that you run the *Allagash*, when you, say,
6 took over that vessel, that operation, have you ever been given or
7 have you found any original drawings of the vessel or piping
8 systems or any sort of ship documents?

9 ALLEN: I have not. I have not.

10 MR. YOUNG: Okay. Thanks.

11 LT [REDACTED]: Okay. Thank you, Brian.

12 Allen, this concludes the interview portion, and if --

13 Brian, if you want to go ahead and secure from recording.

14 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: SINKING OF F/V *EMMY ROSE*
NEAR PROVINCETOWN, MASSACHUSETTS
ON NOVEMBER 23, 2020
Interview of Allen Beaucage

ACCIDENT NO.: DCA21FM007

PLACE: Via Telephone

DATE: September 2, 2021

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

A solid black rectangular box redacting the signature of the transcriber.

Transcriber