



## U.S. COAST GUARD INVESTIGATIVE SUMMARY

Matter under Investigation: The loss of life and total constructive loss of the commercial fishing vessel PACIFIC KNIGHT (954168) on 25JUL18 in Nushagak Bay, Alaska.

Interview Of:

Jeb Phillips (Owner/Master of the PACIFIC KNIGHT)



Date/Time of Interview: 25JUL18 at 1600 (local time) initial post-casualty interview.

I conducted a telephonic interview of Mr. Phillips where related the following:

- Mr. Phillips purchased the PACIFIC KNIGHT 5 years ago (family owned). Vessel has been for sale the past 3 years.
- State of Alaska commercial fishing permit vessel value \$1.55 million.
- Has been fishing since 14, now 31. He does not hold a USCG MMC.
- There are 6 fuel tanks, but only center tanks port and starboard are used. Mr. Phillips thinks maximum tank capacity is 2800 gal and there was 1300 gallons on board.
- Vessel arrived in the Dillingham area on 19JUN18 to tender salmon for Icicle Seafoods.
- BELLA CATHERINE delivered fuel on 24JUL18.
- There were 3 crew; Jeb Phillips (32), John Phillips (dad/59), Issac Vinson (16).
- This is the 1<sup>st</sup> season working in Nushagak Bay. Homeport is Petersburg, AK.
- There are 2 fish holds. There was no fish in the tanks. Main hold was  $\frac{3}{4}$  tanked, aft tank had 1 ton of ice.
- Anchored in position 58 51.514N 158 32.172W, "hanging out, and waiting to work".
- Both crew members were sleeping. Dad in port side berth, deckhand in bow berth. Last seen by Mr. Phillips around 0100.
- At approximately 0530, Mr. Phillips made a round of the vessel including the engine room, all satisfactory.
- After rounds, Mr. Phillips went to the wheelhouse. He lied down on the day bunk to listen to music and dozed off. He is a light sleeper. He heard no alarms.
- At some time between 0630 and 0700, Mr. Phillips was awakened when he rolled off the day bunk and landed in water on the port side. The vessel was lying on its port side and flooding quickly.
- Mr. Phillips was able to climb to the starboard side and kick open the French door on the aft wheelhouse bulkhead.
- Mr. Phillips was swept under the anchor line as he cleared the rigging. He was yelling for his dad and deckhand, no answer.

- The life raft popped loose. The vessel was equipped with EPIRB (CG did not get hits).
- The tide was falling (ebbing).
- A few minutes later, the deckhand popped out the aft galley window.
- The deckhand told Mr. Phillips, he last saw the dad on the port side stairs to the wheelhouse.
- Mr. Phillips believes it possible the vessel bumped bottom on the ebb tide and rolled over.
- Mr. Phillips stated his dad had bum knees and bad hips. Thought dad was around 52.
- AMANDA C picked up Mr. Phillips and the deckhand. They were transferred to an Alaska State Trooper vessel. Then transported to Dillingham. Statements were given to troopers.
- CG Investigator directed Mr. Phillips to conduct DOT post casualty drug and alcohol tests in Dillingham at the hospital at the end of the interview.

Follow-up interviews were intended to be conducted. Mr. Phillips elected to return to fishing for the remainder of the season. Post casualty he retained legal services and was not available for follow-up interviews. Mr. Phillips eventually refused interviews exercising his Fifth Amendment rights on 05DEC18.



K.P. Williams, GS  
Investigations Division  
USCG Sector Anchorage