

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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SINKING OF THE FISHING VESSEL
REBECCA MARY SOUTH OF NANTUCKET,
MASSACHUSETTS, ON JUNE 17, 2020

Accident No.: DCA20FM021

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Interviews of: MICHAEL RODERICK, Fleet Managing
Sea Watch Fisheries

MICHAEL HALL, Maintenance Manager
Town Dock

SHANNON EARLE, Safety Manager
Town Dock

Monday,
June 22, 2020

APPEARANCES:

BRIAN YOUNG, Investigator in Charge
National Transportation Safety Board

CWO [REDACTED], Investigating Officer
U.S. Coast Guard

J.P. VEIGA, Marine Surveyor/Claims Manager
Marine Safety Consultants
(On behalf of the interviewees)

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I N T E R V I E W

1
2 CWO [REDACTED] I am [REDACTED]. [REDACTED] with the U.S. Coast Guard.
3 I'm an Investigating Officer.

4 MR. YOUNG: This is Brian Young with the National
5 Transportation Safety Board. I am the Investigator in Charge
6 representing NTSB.

7 MR. RODERICK: My name is Michael Roderick, R-o-d-e-r-i-c-k.
8 Company, I'm affiliated with the fishing vessel *Rebecca Mary*, and
9 my position here is fleet managing.

10 MR. HALL: My name is Michael Hall, H-a-l-l, representing
11 Town Dock. My position is vessel manager -- maintenance manager.

12 MR. EARLE: My name is Shannon Earle, E-a-r-l-e, safety
13 manager representing Town Dock.

14 CWO [REDACTED] Great. Thank you everyone. And I think I
15 didn't spell my last name. [REDACTED]. So, all right, anyway.

16 MR. HALL: I've got -- we've got -- yes, go ahead.

17 MR. VEIGA: This is J.P. Veiga, V-e-i-g-a, from Marine Safety
18 Consultants.

19 CWO [REDACTED] All right. Great. So the purpose of this
20 interview today is to discuss the vessel *Rebecca Mary*. I've
21 written down some questions that we have, and generally, I just
22 want it to be a conversation about the vessel. Just trying to
23 obtain as much information as I possibly can about it so that I
24 have that for my investigation so I can determine as best I can
25 what happened with the vessel and why she went down.

1 INTERVIEW OF MICHAEL RODERICK, MICHAEL HALL, AND SHANNON EARLE

2 CWO [REDACTED] So let me just start with the first question is
3 how familiar -- Mr. Roderick, how familiar are you with the
4 *Rebecca Mary*?

5 MR. RODERICK: Well, I was involved with the P&S of the
6 vessel, purchase and sale of the vessel. Other than that, my main
7 job is to make sure that the captains are safe, and the boat is
8 out fishing, and I give the boat information on what fish to catch
9 and what market conditions are. But if the boat's been in Point
10 Judith for as long as I have, probably longer, which is about 25
11 years. I've known basically all the owners of that vessel.

12 CWO [REDACTED] Okay. And how long has this *Rebecca Mary* been
13 with this company?

14 MR. RODERICK: I believe 2011, so 9 years.

15 CWO [REDACTED] And that company is what?

16 MR. RODERICK: *Rebecca Mary* -- well, it's Sea Watch Fisheries
17 doing business as fishing vessel *Rebecca Mary*.

18 CWO [REDACTED] Okay.

19 And, Mr. Hall, how familiar are you with the *Rebecca Mary*?

20 MR. HALL: Very.

21 CWO [REDACTED] Okay. When you say very, how long have you --
22 you're the maintenance manager, correct?

23 MR. HALL: Yes. Yes, and I've been working on that boat for
24 9 years for whatever maintenance it needs.

25 CWO [REDACTED] Okay. When I say maintenance -- when we say

1 maintenance here, I just want to be sure we're talking about the
2 same thing. Are you talking standard maintenance as far as
3 changing out filters in the mains and the generators, cleaning
4 stuff out? Or are you more responsible for any type of repairs
5 that might be made as well?

6 MR. HALL: The crew usually handles oil changes and simple
7 things, and my job was to troubleshoot everything and subcontract
8 shipyards and engine repair and whatever I couldn't do.

9 CWO [REDACTED] Okay.

10 MR. HALL: You know, I would hire welders or engine men.

11 CWO [REDACTED] So you would ensure that the work was going to
12 get done, and you would coordinate where it would get done, and if
13 you could troubleshoot something, you would troubleshoot it?

14 MR. HALL: Yes.

15 CWO [REDACTED] Okay.

16 And when was the last time, Mr. Roderick, were you on the
17 vessel?

18 MR. RODERICK: I was on the vessel just before she sailed
19 on -- I believe for her first illex switch up, right around maybe
20 June 10th.

21 CWO [REDACTED] Okay. And what was the purpose for that visit?

22 MR. RODERICK: I went over just to see Kevin. We were tied
23 up for a couple weeks doing some maintenance, getting ready,
24 switching nets for illex.

25 CWO [REDACTED] Okay. What --

1 MR. RODERICK: You know --

2 CWO [REDACTED] What kind of maintenance?

3 MR. RODERICK: -- making sure --

4 CWO [REDACTED] I'm sorry.

5 MR. RODERICK: It was basically maintenance as far as -- you
6 know, swapping nets out sometimes is maintenance because a net
7 needs to be worked on. Just general maintenance, you know, just
8 talking around, making sure that everything's good and
9 everything's safe.

10 And if you need -- I always check in if they need something
11 from me like gear or anything that needs to do with keeping them
12 safe and -- as far as gear they would sometimes call me. Or if
13 they needed a new radar or something like that; the bigger spend
14 item, they would check in with me and mention it to Mike.

15 CWO [REDACTED] Was there any issues on June 10th that you
16 noted?

17 MR. RODERICK: No. The boat was tied to the dock.
18 Everything looked to be fine.

19 CWO [REDACTED] There was no reason for you to, I don't know,
20 arrange for any safety equipment or anything to that effect to
21 effect repairs before the next trip?

22 MR. RODERICK: No. We just had a safety drill done
23 sometime -- I believe the end of May it was done.

24 CWO [REDACTED] Okay. And to be clear, just so I know, so
25 everyone here on the phone knows, June 10, is that the, is that --

1 was there a trip prior to that, or was June 10 the -- how am I --
2 what do I want to say here? Was that before it sank, June 10,
3 the trip?

4 MR. RODERICK: Yeah. The sinking was on the 17th.

5 CWO [REDACTED] Okay. Yeah, but there was no trip in between
6 then?

7 MR. RODERICK: I think he left for his first trip on the
8 14th. I popped over around the 10th.

9 CWO [REDACTED] Okay.

10 MR. RODERICK: And then the trip before that was a trip down
11 to North Carolina.

12 CWO [REDACTED] Okay.

13 MR. RODERICK: (Indiscernible) and he came back home.

14 CWO [REDACTED] So you were onboard on the 10th, and then they
15 did -- this was the second trip since you'd been onboard?

16 MR. RODERICK: That's correct.

17 CWO [REDACTED] Okay.

18 MR. RODERICK: That's the second.

19 CWO [REDACTED] Just wanted to be clear.

20 MR. RODERICK: Not a problem.

21 CWO [REDACTED] And, Mr. Hall, when was the last time you were
22 onboard?

23 MR. HALL: Probably around the same time. Probably around
24 June 10. I'm just guessing. I was there when we put all the
25 illex gear on. I guess around the 10th. I don't keep track of

1 when I come and go because we've got five other boats, and I could
2 have gone on every one of them that day.

3 CWO [REDACTED] Okay. And to the best of your recollection,
4 was there any issues that -- maintenance-wise that came up or that
5 the crew maybe mentioned at that point?

6 MR. HALL: No, nothing. They do keep in touch with me
7 whenever something is wrong, and we address it immediately.

8 CWO [REDACTED] Okay.

9 MR. HALL: No word of anything gone wrong.

10 CWO [REDACTED] All right.

11 Mr. Roderick, to the best of your ability, do you know if
12 there's a stability letter for the vessel that was ever done or
13 stability analysis?

14 MR. RODERICK: No. Not to my knowledge.

15 CWO [REDACTED] Okay. All right. So, if you could, you've
16 been with the boat for a long time here, so kind of walk me
17 through just a general history of the vessel since it's been with
18 the company since you've known it, been around it. If you could,
19 just try to remember any surveys that were done, dry dock dates,
20 emergency haul-outs, maintenance. Any type of repairs, both major
21 or minor repairs to like any of the equipment, if there was any
22 engine haul-outs to that effect. Just kind of like a general
23 history of the vessel since you've been around it.

24 MR. RODERICK: Is that directed towards me, Mike --

25 CWO [REDACTED] Correct.

1 MR. RODERICK: -- or is that directed towards --

2 CWO [REDACTED] Well, whoever, whoever is better to answer that
3 question. So Mr. Hall.

4 MR. RODERICK: We both have knowledge -- I would say Mike's
5 probably got firsthand knowledge so I'll let Mike start off, and
6 if I think there's something missing, I'll add in.

7 CWO [REDACTED] Okay.

8 MR. RODERICK: First thing we did was rebuild the engine.

9 MR. HALL: Yeah. If I could work backwards from the sinking.

10 CWO [REDACTED] Okay.

11 MR. HALL: Anything big -- I will tell you, we hauled the
12 water on August 13 of 2019 and replaced the cutlass bearing. It
13 had long line wire, long line gear in it, and it chewed up all the
14 rubber. So we had the wheel pulled off, and done a little work to
15 it was off, and put a new cutlass bearing in it.

16 October 1 of 2017, we had the boat hauled for blasting and
17 painting. At that time, we put a brand new tail shaft in it, an
18 Aqua Net 22 tail shaft. We had the wheel rebuilt then, had a new
19 cutlass bearing and new shaft couplings put in it.

20 I don't know of anything before that. We've never done any
21 major work to the boat.

22 CWO [REDACTED] Okay.

23 MR. HALL: We rebuilt the engine probably 6 years ago.

24 Reverse gear was changed at the same time. June to August 2014,
25 rebuilt the engine and the reduction gear. And the other work we

1 did was power takeoffs and hoisters and drum -- net drum chains
2 and stuff. So no major structural problems.

3 CWO [REDACTED] Okay. How about any maintenance to any side
4 shell or bottom shell plating?

5 MR. HALL: None.

6 CWO [REDACTED] No welds that you ever discovered were washed
7 out that you had them re-weld? No -- any type of maintenance?
8 Any insets that were discovered that you cut something out and
9 replaced it?

10 MR. HALL: No. No plating's ever been replaced.

11 CWO [REDACTED] Okay. And where did any of this work take
12 place?

13 UNIDENTIFIED SPEAKER: Goodison Shipyard.

14 MR. HALL: Goodison Shipyard in North Kingstown.

15 CWO [REDACTED] And for all of that work it was Goodison?

16 MR. HALL: Yes.

17 MR. RODERICK: The last, the last two hauls were done at
18 Goodison.

19 CWO [REDACTED] Okay.

20 MR. RODERICK: The haul-out previous to that --

21 MR. HALL: 2014 the boat went to Gillikin's Shipyard. It was
22 totally blasted: top rail, side rails, the waist, the bottom.
23 There was nothing found that was bad. That was in 2014.

24 CWO [REDACTED] Okay. And you mentioned the crew does some of
25 the stuff. Can we -- by stuff, I mean like the repairs and

1 maintenance. Can we talk about any type of repairs or maintenance
2 that they have performed going back, same timeframe?

3 MR. HALL: Yeah. They just do the simple -- they'll fix nets
4 and they'll change the oil and they'll change filters. And if a
5 hydraulic hose needs to be done, they'll do that. They don't get
6 involved with the major stuff as a rule. You know, they might fix
7 a deck plate. That's just daily, routine stuff.

8 CWO [REDACTED] Okay. The crew did mention that they had
9 recently done some work to the vessel, some welding type repairs,
10 all on deck. Can you describe that kind of work that they did?

11 MR. HALL: The deck plate rings were original to the boat, so
12 we had brand new stainless deck plate rings put in the deck so
13 that they didn't leak. The other ones get -- they get grooves in
14 them and water -- (indiscernible) especially. So we cut all the
15 old ones out, and they welded -- the other ones, the new ones were
16 welded back in.

17 CWO [REDACTED] Okay. And why did they have to do that?

18 MR. HALL: Because the old ones were --

19 MR. RODERICK: Leaking.

20 MR. HALL: They were leaking because they were 30 years old.

21 CWO [REDACTED] Okay. Any other maintenance that they did?
22 And when exactly? Can you put a date on when they did this, these
23 repairs?

24 MR. HALL: Probably 2 weeks before they actually went
25 fishing.

1 CWO [REDACTED] Okay. So you were actually onboard to see the
2 maintenance -- the welding that they did?

3 MR. HALL: Yes.

4 CWO [REDACTED] And where are these rings? Can you -- like,
5 where are they located? On deck, but more specifically.

6 MR. HALL: They're -- each fish hold (audio drop) pens in it,
7 and it's (audio drop). In the middle of every pen is a deck
8 plate. So we open the plate up, (audio drop) that board separate
9 from maybe a different species. This case, squid.

10 So each deck plate was in the middle, probably 4 feet inboard
11 from the rail, and probably from the back of the bunk house back
12 throughout the whole fish hold. It might have been 10 of -- 10 or
13 12 of them. I'm not positive of the exact number.

14 CWO [REDACTED] Okay. So they cut out and they re-welded new
15 rings in, essentially?

16 MR. HALL: Yes. Absolutely, yep.

17 CWO [REDACTED] Any other non-weld type repairs that they
18 performed at that same time, around that same time?

19 MR. HALL: No. We changed some hydraulic lines from the
20 steering (audio drop) was hydraulic. They went through the fish
21 hold, and there was a lot of heat coming out of the pipes and
22 melting the ice, and that would ruin the fish. So we cut some of
23 the foam away, moved the pipes up higher into the overhead, and
24 then re-foamed everything so it didn't ruin any fish. We re-did a
25 manifold to pump the boat with. We put a brand new one in just

1 because.

2 CWO [REDACTED] Is that for the bilge manifold?

3 MR. RODERICK: Yes.

4 MR. HALL: Yeah. There were two -- there's two bilge
5 manifolds, and we replaced one of them. It was one of the
6 original ones. Figured we had the time and the inclination, we
7 might as well change it.

8 CWO [REDACTED] And it was a in-kind replacement, meaning it
9 was the same part that went out and went in?

10 MR. RODERICK: Yes.

11 MR. HALL: Yeah. Nothing was modified; it was all the same.

12 CWO [REDACTED] Talk to me about the foam. You said you were
13 putting foam. What -- elaborate a little bit more on that.

14 MR. HALL: It's insulation. It's a spray foam. You spray it
15 over hot areas in the fish hold so it -- you know, you maintain
16 your temperature down there. It's non-flammable, non-toxic.
17 Hardens to a surface that --

18 CWO [REDACTED] Does that foam -- that foam, it sticks to the
19 deck, the side shell, everything on the inside, everything
20 sprayed?

21 MR. HALL: Sticks to everything it touches.

22 CWO [REDACTED] Got you. And the hydraulic lines, can you
23 elaborate, like, where -- what spaces did they penetrate? Did
24 they go from -- just describe all the way -- path -- their travel.

25 MR. HALL: What we replaced was from the engine room bulkhead

1 through the fish hold to the net locker bulkhead, which is the
2 back end of the fish hold. So three-quarter-inch stainless pipe.

3 CWO [REDACTED] And so it terminated its -- it terminated in
4 the net locker? It didn't go back to the lazarette?

5 MR. HALL: It did not. It didn't even go into the net
6 locker. We left a stub there and -- where it came through the net
7 locker bulkhead, we left a stub and welded it back in with a pipe
8 coupling.

9 CWO [REDACTED] Okay. So it didn't -- the travel -- from what
10 I understand from interviewing the crew, there was a -- there's
11 the fish hold, and then there's a separate space underneath the
12 fish hold which is the fish hold bilge. Is that correct?

13 MR. HALL: Yes.

14 CWO [REDACTED] Those pipes did not go into the fish hold bilge
15 at all?

16 MR. HALL: No. They were --

17 MR. RODERICK: Overhead.

18 MR. HALL: They were in the overhead, under the deck.

19 CWO [REDACTED] Okay.

20 MR. HALL: They were -- they're clamped to the deck frames
21 and foamed over.

22 CWO [REDACTED] Okay. Have there any -- been any maintenance
23 ever done to the bilge suctions or the high level alarms?

24 MR. HALL: Just we had to replace one because it didn't work.
25 If it doesn't work, we replace it. I don't -- just before they

1 sailed, everything was tested and worked out properly. So the
2 bilges pumped great, and the alarms all worked.

3 CWO [REDACTED] Which one did they have to replace? Do you
4 remember?

5 MR. HALL: I don't know if they did.

6 CWO [REDACTED] Oh, I thought you said that if it -- oh, okay.
7 I misunderstood.

8 MR. HALL: No, if. I said, if they need to be replaced --

9 CWO [REDACTED] Got you.

10 MR. HALL: -- we would do that. We get the boat tested every
11 month, and that's part of the safety test. And they have drills,
12 and that's part of their drill, to test every bilge.

13 CWO [REDACTED] Okay. Got you.

14 MR. HALL: Bilge alarm.

15 CWO [REDACTED] Got you.

16 Mr. Young, do you have anything that you're looking to ask
17 here?

18 MR. YOUNG: Yes. Thanks. This is Brian Young with the NTSB.
19 Thanks for your time today. On the bilge system, what is the
20 capacity of the pumps?

21 MR. HALL: Good question.

22 MR. RODERICK: The pacer pumps.

23 MR. HALL: They're 2-inch pacer pumps. We can look it up,
24 but it's a 2-inch suction, and it's (indiscernible) discharge,
25 three-phase, three horse motors on them. So they pump a lot of

1 water.

2 MR. YOUNG: And is there more than one pump?

3 MR. HALL: Yes. There's two. There was actually three on
4 that boat, but two were specific to the bilges, and one was for
5 deck wash.

6 MR. YOUNG: And could they be crossed over if one failed, and
7 either one could accomplish any of the pumping?

8 MR. HALL: Yes. Yeah. The only one that was separate was
9 the deck wash. I don't feel confident in putting check valves or
10 three-way valves in that kind of system. It just leads to trouble
11 eventually.

12 MR. YOUNG: And were both pumps located in the engine room?

13 MR. HALL: Yes.

14 MR. YOUNG: On the manifold as well, and then there would
15 just be associated piping that would go into each of the bilge
16 wells?

17 MR. HALL: Yes. We had all stainless piping throughout the
18 whole boat, so -- 200 gallons a minute those pumps are rated at.

19 MR. YOUNG: Okay. Each?

20 MR. HALL: Each.

21 MR. YOUNG: Thanks. When you were talking earlier about the
22 dry dock and the haul and this cleaning, has the vessel been
23 gauged recently?

24 MR. HALL: I don't think so.

25 MR. YOUNG: Okay.

1 MR. HALL: If it was, it was done at Goodison's, but I don't
2 have the paper on it. The boat was hauled -- we had two boats
3 hauled that year, and I know I did one of the -- the other boat
4 because I had the paper on it. It didn't see one in my file for
5 this boat.

6 MR. YOUNG: Okay. And I had received a drawing that one of
7 the crewmembers had done, and just to kind of understand the
8 layout of the vessel, it appears that the engine shaft runs
9 through a compartment which is underneath the fish hold. Would
10 that be accurate?

11 MR. HALL: Yes. Shaft alley.

12 MR. YOUNG: The shaft alley?

13 MR. HALL: The fish hold --

14 MR. YOUNG: Does that --

15 (Simultaneous speaking.)

16 MR. HALL: -- shaft alley. Because we pump fish out of that,
17 we're able to fill that section with enough water to run a pump in
18 to suck the fish out of it, so we had to make that shaft fairly
19 watertight. So we had a gasket, and we threaded pipes and
20 separate sumps inside the fish hold itself to pump that separate
21 from that shaft alley.

22 MR. YOUNG: Is that shaft alley, does that run the width of
23 that hold as well or is it just a smaller --

24 MR. HALL: No. Runs from three-quarters of the way up the
25 fish hold where it hits a stuffing box to the engine room

1 bulkhead.

2 MR. YOUNG: Okay. And then what about the rest of that hold?
3 Is that just open, vacant space?

4 MR. HALL: Yeah. It's not that big. It's just big enough to
5 run a few pipes and the shafts.

6 MR. YOUNG: Okay. And does the fish hold surround it on port
7 and starboard side as well?

8 MR. HALL: Yes.

9 MR. YOUNG: Okay. I know you run a few other vessels within
10 that fleet. Are there any very similar or near sister vessels
11 that you guys run?

12 MR. HALL: No. That was our only shrimp style boat.

13 MR. YOUNG: And I know you've worked on this one for awhile,
14 but for us to maybe understand how this vessel is constructed, do
15 you know of any other vessels like this one built that are up in
16 New England anywhere?

17 MR. HALL: Yeah. I mean, I can't think of the names --

18 MR. RODERICK: That scallop boat --

19 MR. HALL: Yeah. We have a scallop, (indiscernible) look up
20 the name.

21 (Pause.)

22 MR. RODERICK: It's the fishing vessel *Diligence*, and she's
23 out of Hampton, Virginia.

24 MR. YOUNG: *Diligence*. And would you say it's a very near
25 sister?

1 MR. RODERICK: I'd say the hulls are remarkably close as far
2 as looking at them.

3 MR. YOUNG: Okay. Do you recall at all when the *Rebecca Mary*
4 had been built?

5 MR. RODERICK: Hold on a second.

6 UNIDENTIFIED SPEAKER: '78.

7 UNIDENTIFIED SPEAKER: '77.

8 MR. RODERICK: Okay, we've got (indiscernible), gross ton --
9 my tracker's got probably everything except the year built. Let
10 me just go ahead and look -- give me one second, I'm going to pull
11 up the documentation.

12 MR. YOUNG: Okay. And also if you could -- if it's
13 available, too, is maybe the -- where the yard it was built in.
14 too, if that's a possibility.

15 MR. HALL: Was built by Horton Boats in Bayou La Batre,
16 Louisiana.

17 MR. YOUNG: You mind just spelling that out, if you don't
18 mind.

19 MR. HALL: H-o-r-t-o-n, Horton, B-o-a-t-s, in Bayou La Batre.

20 CWO [REDACTED] You kind of cut up on my phone there, and I'm
21 the one that's recording. Can you say that again, that Horton?
22 And then start from Horton.

23 MR. HALL: Yes. Horton Boats, Bayou La Batre, Louisiana.

24 CWO [REDACTED] Thank you.

25 MR. RODERICK: It was built in -- was completed in 1983.

1 MR. YOUNG: Really?

2 UNIDENTIFIED SPEAKER: Wow. '83. Okay. Nice.

3 MR. RODERICK: Yeah. Place built was Bayou La Batre.

4 MR. YOUNG: And do you recall also what -- I understand it
5 may have been re-engined. What was the engine that was in there
6 at the time of the sinking, and maybe the horsepower?

7 MR. RODERICK: Yeah, (indiscernible) 3412.

8 MR. YOUNG: 3412. Do you remember what the horsepower was?

9 MR. RODERICK: Was rated for 575.

10 MR. YOUNG: Okay. Thanks. I know you said that you were
11 both onboard the vessel around the 10th of June or so and before
12 two trips. Was that vessel fishing throughout the spring, or was
13 that the first time she had been out for awhile?

14 MR. RODERICK: No, she had been out probably -- 2 weeks
15 previous to that, she did a summer flounder trip, which is fished
16 up north there. And she was down to North Carolina, and from
17 North Carolina back. It's about a 2-week trip.

18 MR. YOUNG: Okay. Thanks. I heard some of the interviews
19 that they talked to the crew before, and it sounded like there had
20 been some work done in a hog pen before the trip, either extended
21 or expanded. I didn't understand it. I couldn't make it out.
22 Are you aware of any work that was done in any of the hog pens to
23 increase the volume?

24 MR. RODERICK: Not to increase the --

25 MR. HALL: No.

1 MR. RODERICK: Not to increase the volume. They moved the
2 stanchions around to make it more efficient to get the fish into
3 the conveyor.

4 MR. YOUNG: Okay. And one of the ideas they were talking
5 about is possibly that the stern was a little bit lower, and
6 possibly taking on following seas, and possibly getting water into
7 the lazarette. Obviously, we can't see it. Can you explain or
8 try to explain to us how water could possibly enter the laz?

9 MR. RODERICK: Question was how can water enter the
10 lazarette?

11 MR. YOUNG: Yeah.

12 MR. RODERICK: The only thing that we can think of is the
13 rudder tube.

14 MR. HALL: There's a packing gland on top of the rudder shaft
15 in the rudder tube. And if the boat was down by the stern, water
16 can get past that. As a rule, it doesn't because that rudder tube
17 was pretty high up on the lazarette. So, I don't know, that's the
18 only place -- there was a hatch (indiscernible) back there that
19 was, I think if I remember right, it's 28 inches high. So that
20 stern had to be a lot of water going up the back end of that boat
21 to get down that hatch. And then it had a heavy steel cover over
22 the top of it.

23 MR. YOUNG: And is that a horizontal hatch cover or a
24 vertical hatch cover?

25 MR. HALL: It was horizontal.

1 MR. YOUNG: Horizontal. So it just sets right on top?

2 MR. HALL: Sets on top, yes. Had about a 4-inch lip on it
3 covering -- you know, going over the top of the hatch.

4 MR. YOUNG: And is it a hinged hatch?

5 MR. HALL: No.

6 MR. YOUNG: Was it held down with dogs or bolts?

7 MR. HALL: No, they didn't have anything. It's pretty heavy.

8 MR. YOUNG: Okay. I'm assuming it would be a steel cover
9 then?

10 MR. HALL: Yes.

11 MR. YOUNG: And other than the rudder post that was in the
12 lazarette, what else typically was stored -- or why would anyone
13 need to be in the lazarette?

14 MR. HALL: They wouldn't. There was a bilge alarm in it. It
15 has a sump in it with the -- you know, to pump it with a strainer.
16 So there's nothing else down there except steering rams and stuff
17 but -- so nobody would even -- like, you would go down and check
18 it, and that would be it. You don't store stuff down there.

19 MR. YOUNG: Right. Right. I know you had found the builder
20 and about -- and the year. Is there any chance you guys have any
21 sort of original drawings or plan views of this vessel?

22 MR. RODERICK: No. We don't have any plans for this vessel.

23 MR. HALL: The yard doesn't exist anymore. Mr. Horton died
24 quite a few years ago. It's more -- Jimmy would have been the
25 only one that might have line drawings for this boat.

1 MR. YOUNG: Okay. And it sounds like this vessel isn't
2 specifically dedicated to going out for squid, but would you say
3 it was just random what the jobs would be? Like you said, it went
4 down to Carolina. It's off the coast of Martha's Vineyard there.
5 But is there a specific run she does, or is it just kind of random
6 based on the fishing for the year?

7 MR. RODERICK: She travels up and down the Eastern Seaboard
8 depending on what's available and what's open and what the market
9 bears. Mostly as she -- as a sustainable fishery, we go somewhat
10 floundering, so that's when our trips would be down to Virginia
11 and North Carolina. They're just caught up here, and then it's
12 transported down south.

13 MR. YOUNG: Okay. Understood. And do you guys track your
14 vessels, your fleet? Do you have a kind of position that is
15 reported or recorded that you know where your vessels throughout
16 the fleet are?

17 MR. RODERICK: We have SkyMate. We have constant
18 communication with the vessels. Either myself or Mike probably
19 checks in every couple days with them, or they call us just to
20 check in. We have SAF phones on the boat. We've got e-mail on
21 the boat. We have constant contact.

22 MR. YOUNG: And up to the sinking, was there anything that
23 came across or communicated with the home office? Were there any
24 issues whatsoever?

25 MR. RODERICK: All I got was, I'm on my way home; I've got --

1 I think he said he had, like, 50,000 pounds on, and he was -- he
2 had one more tow to -- one more haul-back, and I think he finished
3 up. But we don't know what he finished up with. Could be 70,
4 could be 80.

5 MR. YOUNG: And is that a normal amount, excessive amount or
6 something that you've heard before?

7 MR. RODERICK: He's had as high as 97,000 on that boat.

8 MR. YOUNG: That's the highest you've had?

9 MR. RODERICK: That we've had. I'm not sure on previous
10 owners.

11 MR. YOUNG: Thank you very much. I don't have any other
12 questions at this time. Thank you.

13 MR. RODERICK: Thank you.

14 CWO [REDACTED] I just wanted to double-back real quick on a
15 couple of things that were talked about there. One of them is --
16 so we talked about, like, that stuffing box in the shaft alley.
17 Do you have the, like, about rough dimensions of the shaft alley?
18 Like if I were to just try to calculate, like, volume of the
19 space, would you be able to kind of give me like a length, width,
20 height sort of deal?

21 MR. HALL: Maybe 24 inches wide. Could be as much as 30
22 inches deep in one end, towards the deep end of the belly. It had
23 a 4½-inch shaft, I believe, so that's what the stuffing box would
24 have been, equipped for a 4½-inch shaft.

25 CWO [REDACTED] So you said the height of the space is 24

1 inches. It's only 30 inches, you said, deep.

2 MR. HALL: Yeah, could be as much as 30 inches deep in some
3 spots. You know, they had cement in the bottom of the boat there
4 so that everything washed up to one end to be pumped. So it had a
5 slope in it up towards the engine room bulkhead.

6 CWO [REDACTED] And you said that space, that it spanned from
7 the engine room bulkhead to about three-quarters of the length of
8 that fish hold?

9 MR. HALL: Yes.

10 CWO [REDACTED] How far is that space? Is that -- we're
11 talking, like, 10 feet?

12 MR. HALL: Might have been 15, 18 feet from the bulkhead aft
13 -- from the engine room bulkhead aft.

14 CWO [REDACTED] Okay.

15 MR. HALL: That's where the stuffing box penetrated the hull.

16 CWO [REDACTED] Okay. So the space itself was about 18 feet
17 long. You had about 24-inch height in there, and then it spanned
18 to 30 inches deep. And how --

19 MR. HALL: 24 -- probably only 24 wide and 30 inches deep at
20 its deepest.

21 CWO [REDACTED] Okay. All right. I just wanted to make sure I
22 had those. And how about the dimensions of the net locker? How
23 big was that space?

24 MR. HALL: The width of the boat, probably 24 feet, 22 feet
25 back there. And you could stand up in it and -- so probably 7

1 feet deep.

2 CWO [REDACTED] And how long bow to stern or -- yeah, bow to
3 stern?

4 MR. HALL: 6 or 8 feet long, 8 feet maybe.

5 CWO [REDACTED] And how about the dimensions of the laz?

6 MR. HALL: You could stand up in that too. About the same
7 thing, probably 22 feet or 21 feet in the stern, you know, (audio
8 drop) taper in on boats. Could have been 6 feet high. And it
9 wasn't -- you know, because it was a ramp in the middle of it, so
10 two sides could have gave you another 6 or 8 feet from the
11 bulkhead to aft, you know, to the end of the boat.

12 CWO [REDACTED] Okay. So it's about 6, 8-foot long from the
13 stern of the ship to forward of that net locker bulkhead?

14 MR. HALL: To the bulkhead, yes.

15 CWO [REDACTED] Yeah, about 8 feet. You said there was a --
16 was there a baffle in that space? You said there was two separate
17 spaces?

18 MR. HALL: No. The ramp made it look like it was two cutouts
19 in the --

20 CWO [REDACTED] Okay.

21 MR. HALL: You take a rounded stern, take a chunk out to put
22 a net -- ramp in it, you're left with two sides.

23 CWO [REDACTED] Yeah. Got you. Was there a --

24 MR. HALL: Like a horseshoe.

25 CWO [REDACTED] I'm sorry? Go ahead.

1 MR. HALL: It was kind of looking like a horseshoe, you know?

2 CWO [REDACTED] Got you. How about equipment in the net
3 locker? Was there any equipment in that other than the obvious,
4 some nets and some mooring lines?

5 MR. HALL: I don't think he carried a spare net. One spare
6 (indiscernible) or something maybe. But he didn't have a second
7 rope net, so it was probably pretty much empty.

8 CWO [REDACTED] And as far as the laz and the net locker, were
9 there any other through hole fittings?

10 MR. HALL: No. There was a solid pipe that went through
11 everything. One was for the wire way. You know, that's what all
12 the wires from -- you know, for the stern, for legging and, you
13 know, alarms and anything you need to wire. There was a probably
14 an inch and a half wire chase that went from the engine room to
15 there.

16 CWO [REDACTED] Okay. Thank you for that. So, yeah, I guess
17 we kind of touched on the last question I would have had, which
18 was how could water have -- you know, do you think water could
19 have entered the laz? How about let me expand that even further
20 and say, based on your knowledge of the vessel -- I know you're
21 not routinely operating it, but I don't know, maybe after
22 conversations with the captain or how you -- what do you really
23 think would have caused the boat to go down?

24 MR. HALL: I don't know. That's just speculation. I don't
25 want to do that.

1 CWO [REDACTED] Well --

2 MR. HALL: There's a hundred reasons why something sinks. It
3 gets a hole in it, but -- you know? I don't, I don't know.

4 CWO [REDACTED] So the hole -- the only holes that could have
5 come were from that -- the rudder and the shaft alley. Is that
6 correct?

7 MR. HALL: Not the shaft alley. That's separate from the
8 back end of the boat.

9 CWO [REDACTED] I understand. But, like, water could enter
10 that compartment if that stuffing were to fail?

11 MR. HALL: That's a whole different area of the boat. That
12 stuffing box is on the boat. One's from the drive shaft, and the
13 other is from the rudder post.

14 CWO [REDACTED] I understand. But as far as the through hole
15 type penetrations on that ship, you had the -- in the laz, and
16 then you had the shaft alley.

17 MR. HALL: Yes.

18 CWO [REDACTED] And then the --

19 MR. HALL: According to what the crew --

20 CWO [REDACTED] -- other suction.

21 MR. HALL: According to what the crew told me was the stern
22 of the boat, meaning the lazarette, was full of water, and the
23 pump wouldn't keep up. So maybe the rudder fell off the boat. I
24 don't know. Who knows at that point? That's pretty good -- 200
25 gallons a minute times two is a lot of water being pumped.

1 CWO [REDACTED] I agree.

2 MR. HALL: It couldn't keep up with that, then it was
3 something catastrophic that went on, not just a leaky stuffing
4 box.

5 CWO [REDACTED] I understand. Yeah.

6 MR. YOUNG: Sorry to interrupt. This is Brian Young with the
7 NTSB. Do you recall what the diameter of the rudder stock was?

8 MR. HALL: I believe the rudder stock was a 3-inch rudder
9 shaft. Not positive. I can maybe look that up somewhere.

10 MR. YOUNG: Okay. Thank you.

11 CWO [REDACTED] Okay. Brian, you got anything else?

12 MR. YOUNG: Just two other quick questions. I know you
13 talked about some of the different widths, but what was the beam
14 of the vessel?

15 MR. HALL: The beam?

16 MR. YOUNG: Yeah.

17 MR. HALL: 24 feet. 24 feet wide.

18 MR. RODERICK: I'd say she's about 20, 21-foot beam.

19 MR. YOUNG: 21-foot beam. Was it -- I'm sorry. You're
20 broken up. If you can please repeat that?

21 MR. RODERICK: [REDACTED], you were sent the survey, correct?

22 CWO [REDACTED] I was, yes.

23 MR. RODERICK: Okay. Should be in the survey.

24 CWO [REDACTED] Okay.

25 MR. YOUNG: Oh, okay. Okay. And how about a standard draft?

1 How deep --

2 MR. RODERICK: That's in the survey as well.

3 MR. YOUNG: Okay, perfect. Thank you very much. That's all
4 of my questions.

5 MR. RODERICK: You're welcome.

6 CWO [REDACTED] Okay. That's all I have right now. Mike, if I
7 need -- if I have anything else that I can think of that comes up,
8 would you be available to answer those calls?

9 MR. RODERICK: Yeah, absolutely. Just you've got the name
10 and number. Just give me a call, and we can set up -- the group.
11 Not a problem. We'll set the group up.

12 CWO [REDACTED] Awesome. Thank you for your time --

13 MR. YOUNG: Thank you very much for your time. We really
14 appreciate it.

15 CWO [REDACTED] -- and, again, I'm sorry that all this
16 happened. Have a good afternoon.

17 (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 THE FISHING VESSEL
 REBECCA MARY SOUTH OF NANTUCKET,
 MASSACHUSETTS, ON JUNE 17, 2020
 Interview of Michael Roderick,
 Michael Hall, and Shannon Earle

ACCIDENT NO.: DCA20FM021

PLACE:

DATE: June 22, 2020

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.

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Transcriber