

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

FLOODING/HULL FAILURE & SINKING *

OF THE CARGO VESSEL *CARIB* *

Accident No.: DCA22FM011

TRADER II NEAR SANTO DOMINGO CAY, *

THE BAHAMAS, ON MARCH 6, 2022 *

*

* * * * *

Interview of: CAPT. JEFFREY W. McCAMERON, Master
Captain Beau

Jones Boat Yard
Miami, Florida

Friday,
May 13, 2022

TABLE OF CORRECTIONS TO TRANSCRIPT OF INTERVIEW FOR

Capt. Jeffrey W. McCameron, Master, Capt. Beau

TAKEN ON

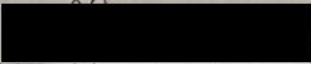
May 13, 2022

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If, to the best of your knowledge, no corrections are needed kindly circle the statement "no corrections needed" and initial in the space provided.

NO CORRECTIONS NEEDED. _____
Initials

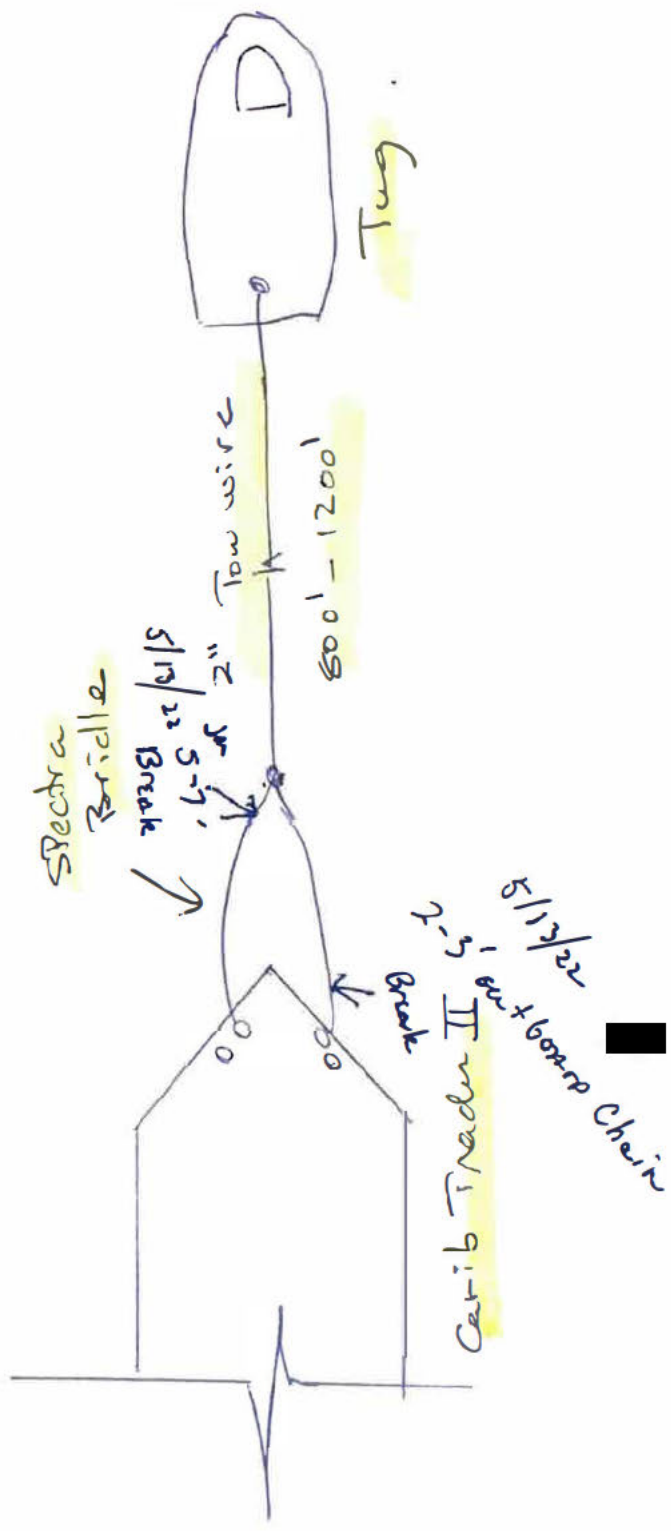
Jeff McCameron
Printed Name of Person providing the above information


Signature of Person providing the above information

June 29, 2022
Date

2

Miami to Genovaives, Haiti



Tow Plan

APPEARANCES:

R. JON FURUKAWA, Investigator in Charge
National Transportation Safety Board

CWO4 [REDACTED]
United States Coast Guard

CWO2 [REDACTED]
United States Coast Guard

CAPT. JOHN P. TOMLINSON, JR.
P&L Towing

CAPT. NICK DOWDEN, Marine Investigator
The Bahamas Maritime Authority

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I N T E R V I E W

(9:40 a.m. EDT)

1
2
3 MR. FURUKAWA: Okay. It is Friday, the 13th May 2022. We're
4 at the Jones Boatyard in Miami. The time is 0940 Eastern Daylight
5 time. And we're to interview Capt. Jeff McCannon --

6 CAPT. McCAMERON: McCameron.

7 MR. FURUKAWA: -- McCameron, the captain of the *Captain Beau*
8 which was the towing vessel for the dead ship tow of the *Carib*
9 *Trader II* that sank on the 6th of March off of -- or between the
10 Bahamas and Cuba.

11 Let's see. Can I just call you Jeff?

12 CAPT McCAMERON: Yes.

13 MR. FURUKAWA: Okay. So did you -- we went over the NTSB
14 briefing materials?

15 CAPT McCAMERON: Yes, sir.

16 MR. FURUKAWA: Okay. Do you have any questions on those?

17 CAPT McCAMERON: No.

18 MR. FURUKAWA: And you acknowledge that this interview is
19 going to be recorded?

20 CAPT McCAMERON: Yes.

21 MR. FURUKAWA: Okay. Let's go around the room and state our
22 names and our organizations for the transcriber. So this is Jon
23 Furukawa with the NTSB.

24 CAPT McCAMERON: Jeff McCameron with P&L Towing.

25 MR. FURUKAWA: Okay.

1 MR. TOMLINSON: John Tomlinson with P&L Towing.

2 CWO4 [REDACTED] Chief Warrant Officer [REDACTED] U.S. Coast
3 Guard Sector Miami.

4 CWO2 [REDACTED] Chief Warrant Officer [REDACTED] U.S. Coast
5 Guard Sector Miami.

6 MR. FURUKAWA: And -- okay.

7 INTERVIEW OF CAPT. JEFFREY W. McCAMERON

8 BY MR. FURUKAWA:

9 Q. Jeff, so first off, I want to get a little background
10 information on you. So how old are you?

11 A. 66.

12 Q. Okay. And your license is?

13 A. 1600 ton all oceans, master of towing.

14 Q. Okay. And how long have you had that license?

15 A. That license I've had since 19 -- well, it used to be called
16 the 1,000 ton towing and freight, and then it became the 1600.
17 I've had it since 1990.

18 Q. Okay. And how long have you been working for P&L?

19 A. A year and a half.

20 Q. Okay. And how much time? How many years do you have in the
21 maritime industry?

22 A. Since 1963.

23 Q. Okay. And how much of that time is ongoing?

24 A. For 60 years.

25 Q. 60 years.

1 A. 60 years in the in the maritime industry.

2 Q. Okay.

3 A. And what was the next question, Jon?

4 Q. How many years do you have in the towing industry?

5 A. Since 1978.

6 Q. Okay.

7 MR. TOMLINSON: For 30 years, 44 years. I'm 1977. So I'm
8 thinking. Jeff's been around.

9 Q. BY MR. FURUKAWA: And so you -- and how many years as a
10 master of towing vessels?

11 A. Well, you're going to have to rephrase that because master of
12 towing is an endorsement that came along after the fact.

13 Q. Okay.

14 A. I've been a master in the towing industry since 19 --

15 Q. '90, when you got your license.

16 A. No, that was how long I've had this 1600, 1,000 ton towing
17 and freight thing.

18 Q. Okay.

19 A. I've been a captain since 1978.

20 Q. Okay.

21 A. I got into the tugboats in 1980, '80, '81.

22 Q. Okay. Do you have any military experience?

23 A. No.

24 Q. Okay. So your entire working career has been in the maritime
25 industry?

1 A. Yes, sir.

2 Q. Okay. From '63 until you started in the towing industry in
3 '88, what kind of --

4 A. My family owned shrimp boats.

5 Q. Shrimp boats.

6 A. Every summer from the time I was 7 years old on, I was on a
7 shrimp boat with my dad or my grandfather, one of those assholes.

8 Q. Okay. Let's see. And where do you reside? Where do you
9 live?

10 A. Texas.

11 Q. Texas. What city in Texas?

12 A. Right now, Lake Jackson.

13 Q. Lake Jackson. Okay. And like I said before, you know, you
14 experienced the accident and all that. So we didn't. So we're
15 just here to learn from you. So why don't you go ahead and tell
16 us about it, from the time, getting prepared for the tow and all
17 that.

18 A. Um-hum.

19 Q. Whatever you had to do before that --

20 A. Okay.

21 Q. -- the voyage and all that. So we're just here to hear.

22 A. We came in. We were told we were going to have to tow the
23 ship for the company that we was working with. We questioned
24 about -- well, there was conversation back and forth how we were
25 going to make the tow, what we want to use to do the tow. At that

1 point, my crew and myself went over. We made up the bridles on
2 the bow. Then we questioned about whether or not they would like
3 a safety light in case water's coming into the bilge, you know, a
4 light that goes off. They weren't interested. We were told by
5 the guy that owned the boat, that his people were taking care of
6 everything. So at that point, we went over, made up the bridle,
7 got everything ready to go overboard for when we were trying to
8 take the tow over in the turning basin. And we got underway.

9 I had a weather report. In fact, I still have the weather
10 report. The weather was not beautiful but it was within the
11 parameter of what we were supposed to be doing with the tug or
12 barge or ship.

13 So we were cruising along, everything was going good. That
14 evening, I laid down during the 6 to 12 watch. I laid down. At
15 0035, the mate came and woke me up and said we had lost the ship.
16 So at that point, the weather, of course, was increasing, getting
17 worse and worse all the time. We went back to the ship. I wanted
18 to wait until daylight in order to be sure that we had the maximum
19 amount of safety for the guys.

20 At daylight, what happened was when -- the bridle broke. The
21 starboard bridle parted short and the longer bridle, the port
22 bridle, was long, left to where it was laying down at water level.
23 So I could back up under the bow of the ship and got that one
24 bridle, one leg of the bridle back under control. We went ahead
25 and started slow towing, just to have it in control, keep it off

1 of going anywhere that we didn't want it to go.

2 Then at that point, as soon as daylight got there, I put the
3 mate on the ship. There was a pump and hoses there ready to set
4 up. He got the doors open so that he didn't get trapped inside,
5 of course. We was doing the pumping and he started pumping. We
6 noticed that, when daylight got there, that the ship was heavy in
7 the stern from looking at it when it was at the normal.

8 So I put the mate on there. It was already getting nasty to
9 a point of being dangerous. He got -- got him on there. He found
10 a pump on the ship. Set up the hoses and got it pumping, and we
11 were pumping for a few hours and noticed that we weren't -- we
12 were losing ground. We weren't gaining anything.

13 So at that point, by then it was probably -- it happened at
14 0035. So probably by 10 or 11 the next morning, we started to
15 come to the point that we decided we weren't going to be able to
16 save the ship. So we called the Coast Guard or got the company to
17 call the Coast Guard, made the report and went ahead and kept
18 trying to keep it up. The -- I put -- when we decided at -- we
19 weren't going to make it.

20 We needed to try to get the tug wire loose. So I backed up
21 under the bow of the barge. At that point, the bow of the ship
22 had come up so high we couldn't get to the shackles, a 35 ton
23 shackle which is, of course, pretty heavy. And at that point, it
24 was getting to be 10, 11, 12 foot seas. So we couldn't undo the
25 saddle. So we start out, got away out from it, cut the tow wire

1 and hung around with it until it went down. There was a little
2 bit of debris. We reported the position and all that good stuff.
3 And at that point, the Coast Guard told us come on home which we
4 did.

5 Q. Okay. This is Jon Furukawa, NTSB. So when you went on board
6 the *Carib Trader II* for that -- the inspection and made up the
7 bridle and all that, can you tell us about the conversation you
8 had with the *Carib Trader II*'s owner or owner's rep about did he
9 want you guys to --

10 A. I never had a conversation with him once we were at sea. My
11 conversation with him was at the dock.

12 Q. Right.

13 A. I just asked him, you know, did we need to get -- because our
14 chief engineer was familiar with the process, get a light strung
15 out, have -- go over a few things. Be sure the stuff in boxes was
16 chained down and all that. He said, no, that his people had
17 already taken care of it, and I guess whatever inspection was
18 going to be done, had to be done.

19 Q. Okay. So you guys never got to go inside at all?

20 A. Go inside? Oh, inside when were at the dock?

21 Q. Right.

22 A. Yes. Yeah, the chief engineer walked around on there or
23 maybe it was the mate. I don't remember. One of them walked
24 around. I said, well, just walk around the engine room and be
25 sure everything looks good.

1 Q. Okay. So the mate got to walk in the engine room.

2 A. Don't hold me to that. I don't know if it was the chief
3 engineer, mate. The chief engineer wasn't over there with us when
4 we were making up the bridle. So I'm thinking it may have been
5 the mate.

6 Q. Okay.

7 CAPT. TOMLINSON: This is John with P&L. Those pictures of
8 the shafts that I sent you --

9 MR. FURUKAWA: Um-hum.

10 CAPT. TOMLINSON: -- originated I believe by Wesley at the
11 dock, but I couldn't specify that's the pictures that I got. So,
12 you know, someone was present in the engine room and inspected
13 that area. We just need to make sure to timestamp that. So
14 that's why I'm just letting you know.

15 MR. FURUKAWA: Okay.

16 CAPT. TOMLINSON: Yeah.

17 MR. FURUKAWA: I think we got the -- those are from --

18 CAPT. TOMLINSON: The shaft.

19 MR. FURUKAWA: There was a bunch of photos.

20 CAPT. TOMLINSON: I sent those pictures to you that I got
21 them --

22 MR. FURUKAWA: Okay.

23 CAPT. TOMLINSON: -- and I showed you one side of the shaft
24 through the -- exiting hold, that I believe was exiting, and the
25 other where it was flanged up to the gear box.

1 MR. FURUKAWA: Okay. Those were from you. Okay.

2 CAPT. TOMLINSON: Yes. So there was a visual inspection --

3 MR. FURUKAWA: There was.

4 CAPT. TOMLINSON: -- inside the engine room.

5 CAPT McCAMERON: By Wesley.

6 CAPT. TOMLINSON: I believe. I got a few -- we'll work on it
7 when we're done here, and I'll be able -- I know you wanted --

8 MR. FURUKAWA: Yeah, and if we do -- if we could interview
9 with the mate next.

10 CAPT. TOMLINSON: Yes.

11 MR. FURUKAWA: I'll ask him. And if we run too long, we can
12 probably reschedule it, too. So, you know, Jeff's just in
13 Portland today.

14 CAPT. TOMLINSON: Okay.

15 Q. BY MR. FURUKAWA: Okay. Let's see. So your -- the tow from
16 Miami to Haiti. What kind of speed were you guys making
17 initially?

18 A. I'm going to say probably between 4 and 6 knots.

19 Q. Okay.

20 A. From the time we went -- left Miami until it started getting
21 choppy that evening.

22 Q. Okay.

23 A. When it happened, I'm going to say we were probably doing 4
24 to -- around 4. Don't -- testimony, swearing to it.

25 Q. Okay.

1 A. I'd have to read the log.

2 Q. Okay. When you went to sea. So on the 6 to 12.

3 A. Yes.

4 Q. Okay. On your 6 to 12 watch, before the accident, did you
5 feel the vessel slowing down?

6 A. No.

7 Q. No. It just -- everything seemed fine.

8 A. Yes.

9 Q. Okay. So --

10 A. What slowing was done, we did as the weather increased. But
11 slowing down because we were towing along, and then all of a
12 sudden, without change of RPMs or anything, it slowed down.
13 That's not what transpired.

14 Q. Okay. So the *Carib Trader II*, if it was lowering in the
15 water, that didn't slow you down at all?

16 A. No, because it was only lowered -- well, of course, it was
17 lower in the stern but it wasn't -- I say the trim, by the time
18 daylight got there and we could see it, the trim had gone from
19 about 1 foot to probably 4 foot, 5 foot, and then before, it was
20 level. The trim was closer to 8 to 10 foot.

21 Q. Okay. So it didn't slow down. So you said that the
22 starboard bridle was the one that parted, and then you guys came
23 back and you, you used the port bridle to tow it.

24 A. Um-hum.

25 Q. So the twin wire to the port bridle was still on. It was

1 that short until daylight?

2 A. It was wire, chain, run overboard with chain and then to the
3 Spectra bridles.

4 Q. Okay. You want to grab the drawing. I've got it here. You
5 can write on it. So this is the tow plan. So you marked them
6 which -- which one parted?

7 A. The starboard one parted. The starboard one parted just on
8 the out -- okay. These are your chocks here, bars here. Now
9 these were 1 1/4 inch wire to there, and then from there overboard
10 was chain.

11 Q. Okay.

12 A. Do you understand what I'm saying?

13 Q. Can you put that on there, right where the chain and the
14 wire --

15 A. Okay. Yeah. And then the wire ran overboard, and it was
16 Spectra, yeah, Spectra bridles from there --

17 Q. Okay.

18 A. -- to there.

19 Q. Okay. And where on the -- where do you think the
20 starboard --

21 A. The starboard one broke about 2 foot on the outboard side of
22 the chain.

23 Q. Okay. Mark that over there, 2 feet outboard side of chain.
24 That wasn't the chain. That was the Spectra line that parted?

25 A. Yes, sir.

1 Q. Okay.

2 A. And then the -- on this side, the Spectra busted probably
3 about, about 5 to 7 foot up from where the fish (ph.) shackle was.

4 Q. Put 5 to 7 feet. And that parted also? I thought it was one
5 on the starboard side parted?

6 A. No, they both parted.

7 Q. Both parted. Okay.

8 CAPT. TOMLINSON: John, P&L. If this leg were to give --

9 MR. FURUKAWA: Uh-huh.

10 CAPT. TOMLINSON: -- and you start pulling, this leg will
11 give and most likely closer toward the shackle point. So what
12 happens is obviously you have a split pull on both legs. Now, all
13 of it one.

14 MR. FURUKAWA: Um-hum.

15 CAPT. TOMLINSON: I'm not saying that's what happened but
16 most likely what happened. So it was a break and then possibly
17 then another break.

18 MR. FURUKAWA: Okay. Because it went from a pull on two
19 lines just to a pull on one line.

20 CAPT. TOMLINSON: I mean with the sea state and things like
21 that, you're getting shock load on one leg. You're most likely
22 going to lose the leg.

23 MR. FURUKAWA: Okay.

24 CAPT. McCAMERON: And it being at night, you couldn't see it.

25 Q. BY MR. FURUKAWA: Could you put -- what, about 2 feet --

1 A. Yeah.

2 Q. -- where that parted first, and then other one was second.

3 CAPT. TOMLINSON: That's what we think. We won't know but,
4 you know, that's kind of what happens.

5 Q. BY MR. FURUKAWA: Okay. Can you just initial and date it?

6 A. Today is the --

7 Q. 5/13.

8 A. Friday, the 13th, lovely.

9 Q. Okay. That's good. Okay. I'll give you this. I'll make
10 copies of this also. So in darkness, you guys went back there and
11 you -- since the port -- the Spectra line was on the portside in
12 the water. So you grabbed that and you did --

13 A. The portside was longer in the water. The starboard side was
14 short.

15 Q. Right.

16 A. We got up under the bow of it, got the end of those lines on
17 board.

18 Q. Um-hum.

19 A. Tied a bowline in it, and then put our tow wire back on.

20 Q. Okay. Did you do a long tow again, like -- well, like a
21 1,000 foot tow or --

22 A. At that point, it was probably about -- I'm going to say it
23 was on probably -- I'm going to say 5 to 700 foot. I wanted it to
24 be long enough to where I was taking the strain off of the gear
25 but not so long that if it parted again, that was going to be that

1 much more to get on board.

2 BY CW04 [REDACTED]

3 Q. While we're talking, instead of rehashing it, did you move?
4 Was this moved to a center point and just left it on that same
5 bitt?

6 A. Because when we came back and got up under the bow of the
7 ship to make tow, at that point, you've got 8 to 10 foot --

8 Q. Yep.

9 A. -- seas. So you're going up and down trying to tow.

10 Q. Right. So you just used this line --

11 A. Right.

12 Q. -- tied a bow into so no more --

13 A. And I had no gear to put up here to stop my chaffing any
14 longer. Remember, my chain parted -- it parted on the outside of
15 the chain. So.

16 Q. And so now you're just a single tow line.

17 A. Right.

18 Q. Single wire. Just pulling it from not the center line but
19 from the portside, correct?

20 A. Correct.

21 Q. Okay.

22 BY MR. FURUKAWA:

23 Q. And that was in the darkness still?

24 A. Yes.

25 Q. Okay. Was it -- was it kind of a right angle that you're

1 towing it on?

2 A. I didn't notice that. I didn't notice. The angle could be
3 different.

4 Q. Okay.

5 A. When I went to bed which was at midnight, but there's no
6 telling. The other bridle may not have parted by then.

7 Q. Okay.

8 A. Because once that first bridle parted, it wasn't going to --
9 I don't know how long, but I would say not very long before the
10 other one gave, too.

11 Q. Okay. So you're towing 5 to 700 feet, and then you wait
12 until -- now it's sunrise. And then so at sunrise, that's when
13 you went back and you put Wesley, the mate, on board?

14 A. Yes.

15 Q. Okay. And after you did that, did you, did you do anything
16 with the towline. You kept the towline at 5 to 700 feet until you
17 guys --

18 A. Yeah, once we put, once we put Wesley on board --

19 Q. Um-hum.

20 A. -- we were not making a lot of headway but, yeah, I would say
21 it stayed at around the 500 mark. Then he was, of course, working
22 the pumps trying to get her pumping, and which he did get it
23 pumping. It's just we were taking on more water than we were
24 getting rid of.

25 Q. Okay. So the pump that you had on board the *Carib Trader II*,

1 was that provided by you or was that provided by the owner?

2 A. Owner.

3 Q. Okay. And that pump, did you guys make any specifications of
4 what kind of pump it was to be or --

5 A. No, I'm not sure.

6 Q. -- how they chose that pump?

7 A. Yeah, that's a question that has been on my mind. Why and
8 where and why was it right there and ready set up. There's things
9 I just don't know.

10 Q. Okay. So does P&L, do you guys normally work for the owner
11 or go you guys specify?

12 CAPT. TOMLINSON: Well, this is the million dollar question.
13 Flag state, and other regulatory bodies conducted inspections and
14 made stipulations on what was required to safely get the vessel
15 out of Miami. We go by those regulations.

16 MR. FURUKAWA: By flag state, you mean --

17 CAPT. TOMLINSON: The flag state --

18 CWO4 [REDACTED] (Indiscernible).

19 CAPT. TOMLINSON: Yes. I mean other parties were involved in
20 pre-approving departure. At this point in time, I think the owner
21 of the ship and P&L had thought that that was enough. I'll just
22 be frank. Sometimes a third party private for profit surveyor
23 will be hired but typically stipulated by insurance.

24 MR. FURUKAWA: Okay.

25 CAPT. TOMLINSON: This is not the first job that we've done

1 like this. We actually -- this is kind of -- we do dead ship
2 tows. So.

3 MR. FURUKAWA: Okay. For insurance, from interviewing the
4 owner, the vessel was uninsured. So there's no -- there's not
5 going to be an insurance company investigation.

6 CAPT. TOMLINSON: On his end. We're the ones with the -- you
7 know what I mean.

8 MR. FURUKAWA: Are you guys going to have your --

9 CAPT. TOMLINSON: I don't want to -- I don't know. That's a
10 -- I wouldn't say sensitive subject. I mean it's -- we -- he's
11 not making a claim.

12 MR. FURUKAWA: Right.

13 CAPT. TOMLINSON: We don't want -- we're not in no way, shape
14 or form want to make a claim.

15 MR. FURUKAWA: Okay.

16 CAPT. TOMLINSON: But we have to be protective of that. I
17 mean insurance is -- you can't work without insurance.

18 MR. FURUKAWA: Okay. So if you guys end up having an
19 insurance investigation on your side, can we have a copy of that
20 report if it's --

21 CAPT. TOMLINSON: You can and, you know, on the record,
22 currently, you know, as you know, you've sent some documents to
23 me. I've had to consult, you know, representatives as our
24 underwriters, you know, may want to express some, you know, like I
25 said, I want to be helpful but I can't -- I have to also factor in

1 my insurance company and what they want to do. So maybe that
2 might explain a little bit of my hesitance/slowly but surely kind
3 of thing.

4 MR. FURUKAWA: Okay.

5 CAPT. TOMLINSON: So, you know, I know this has to do with
6 that but, you know, it's -- like I said, I know you guys are just
7 doing your safety inspection but, you know, on the business end of
8 things, you can get caught up, you know.

9 MR. FURUKAWA: Okay. But if you guys do do it, ask your
10 insurance company --

11 CAPT. TOMLINSON: We'll -- if they want to give it to you. I
12 mean it's -- they own the policy. So it's -- we just want to make
13 sure we don't violate the terms of our end of the policy. That's
14 all.

15 MR. FURUKAWA: Right. Okay. Thanks, John.

16 CAPT. TOMLINSON: Sure.

17 BY MR. FURUKAWA:

18 Q. So the towing bridle, that was from you guys or was that from
19 the *Carib Trader II*?

20 A. That was ours.

21 Q. Okay. So the towing bridle, was that especially designed for
22 ocean towing?

23 A. The Spectra?

24 Q. Right.

25 A. Well, I assumed so.

1 Q. Okay. So the Spectra lines were -- were they made -- how are
2 they put together?

3 A. You mean on the tow wire end?

4 Q. Right.

5 A. Okay. There was three 35 ton shackles.

6 Q. Three, three 35 ton shackles. Okay. The shackles, are those
7 towing specific shackles or are they just regular normal shackles?

8 A. We have paperwork and everything on them.

9 Q. Okay. So it's specifically for towing.

10 CAPT. TOMLINSON: Yes, all of our gear is specifically for
11 towing, yes.

12 BY MR. FURUKAWA:

13 Q. Okay. And then from there, I guess the three shackles, it is
14 -- are the shackles altogether or is it --

15 A. Yes. The one shackle off the end of the tow wire --

16 Q. Um-hum.

17 A. -- and then two more shackle onto from each leg of the
18 bridle.

19 Q. Okay. So, in other words --

20 A. You have a plate basically, yes.

21 Q. Okay. And the tow wire, that's specific for towing?

22 A. Oh, yeah.

23 Q. Okay. And so the shackles -- not shackles, but the Spectra,
24 going back to the bow of the vessel, you said it's chain and then
25 wire into the figure -- through the chocks and the figure eights?

1 A. Yep, 1 3/4 inch wire on the bits to 2 inch chain --

2 Q. Okay.

3 A. -- and then to -- I think it's -- was 8 inch Spectra I think
4 it was.

5 CAPT. TOMLINSON: Not 8 inch. The Spectra was -- you have --
6 I think we provided a certificate for the Spectra, but if not, I
7 can get it to you. It's not -- it's like an inch, maybe an inch
8 and a quarter thick.

9 MR. FURUKAWA: Okay.

10 CAPT. TOMLINSON: So --

11 CAPT. McCAMERON: I'm not sure which -- what -- at some
12 point, not the diameter, but the radius of.

13 CAPT. TOMLINSON: As a sidebar to help with Jeff, Spectra
14 bridles is industry standard. It's actually normally a safe roll
15 alternative because it's much lighter and easier to handle.

16 MR. FURUKAWA: Um-hum.

17 CAPT. TOMLINSON: We have made a number of tows with Spectra
18 bridles and keep up wire and Spectra. So this isn't, you know, in
19 terms of the utility of it, it's a, you know, it's stronger than
20 steel I mean.

21 MR. FURUKAWA: Um-hum.

22 CAPT. TOMLINSON: Okay. It's just not -- it's easier to
23 manage. So like in the instant, thank goodness it was Spectra
24 when that leg broke because he was able to put a bowline on it and
25 get it up on deck. If that was a wire --

1 MR. FURUKAWA: Um-hum.

2 CAPT. TOMLINSON: -- and he's trying to rig up the new bridle
3 and when he's trying to -- he's got guys on the back on the deck
4 trying to reel out 70 foot bridle legs that are steel wire --

5 MR. FURUKAWA: Um-hum.

6 CAPT. TOMLINSON: -- I don't even think we would have got it
7 on the boat. So just, as you know, it's something that we do use
8 for these dead ship tows.

9 BY MR. FURUKAWA:

10 Q. Okay. And how is the Spectra on the bridle connected to the
11 chain?

12 A. 35 ton shackles all the way around.

13 Q. So a 35 ton shackle from the chain to the Spectra.

14 A. Um-hum.

15 Q. Okay.

16 CAPT. TOMLINSON: The chain is acting both -- essentially
17 it's chaffing gear because it's running through steel chocks. So
18 we ran the chain out through those chocks --

19 MR. FURUKAWA: Um-hum.

20 CAPT. TOMLINSON: -- so that the Spectra being synthetic line
21 and not steel --

22 MR. FURUKAWA: Um-hum.

23 CAPT. TOMLINSON: -- there is chaff problems. So you have to
24 always account for that chaff.

25 MR. FURUKAWA: Okay.

1 CAPT. TOMLINSON: So the steel -- it's shackled into those
2 chains to make sure it doesn't rub against any rusty chocks and
3 stuff like that.

4 BY MR. FURUKAWA:

5 Q. Okay. So the Spectra wire, is there a splice? Do you splice
6 it in or --

7 A. No, thimbles.

8 Q. What's that?

9 A. Thimbles.

10 Q. Thimbles?

11 A. In the Spectra.

12 Q. Okay.

13 CAPT. TOMLINSON: Done by the manufacturer, not done by the
14 crew.

15 Q. BY MR. FURUKAWA: Okay. And those thimbles are specifically
16 for towing?

17 CAPT. TOMLINSON: It's a -- you make an eye so that you can
18 run a shackle through it and then connect something else. With
19 Spectra line, you don't -- it's not something guys just
20 traditionally splice on deck.

21 BY MR. FURUKAWA:

22 Q. Okay. And the chain to the wire, how's that connected?
23 Another 35 ton shackle? So you've got two, four, six, seven --
24 seven 35 ton shackles?

25 A. Two, four, six, seven.

1 Q. Okay. And they're all specific for towing. Okay. So who
2 designed the towing arrangement? Was it you, the company? Who --
3 the (indiscernible), you know, the towing arrangement.

4 A. I did.

5 Q. Okay. And so we've got this diagram from the owner of *Carib*
6 *Trader*. So you guys do you guys normally do a diagram for your
7 tows?

8 A. Normally it would be done for us, they would specify this is
9 what we want.

10 Q. So companies -- the company that owns the tow will do the --

11 A. Well, the surveyor who surveys, gives you a trip survey, is
12 telling you, okay, this is what I want, this is what I want. Do
13 it this way. Do it that way. And as long as you're doing exactly
14 what he says, you're in compliance with what's required.

15 Q. Okay.

16 CAPT. TOMLINSON: Can I add something, some other information
17 to this? Normally I specifically as commercial manager will work
18 on the dead ship tow plan documents with the captain.

19 MR. FURUKAWA: Okay.

20 CAPT. TOMLINSON: And we will generate a towing diagram per
21 surveyor or Coast Guard requirement, approved by the captain, not
22 necessarily him being the one drawing it by hand.

23 MR. FURUKAWA: Um-hum.

24 CAPT. TOMLINSON: It could be me. On this situation, we have
25 a very, we have a very close business relationship with this

1 customer. We do other work. He generated it. We looked at it.
2 We agreed. So, yes, it was owner generated but it was reviewed by
3 P&L Towing. We just didn't necessarily think that Jeff had to
4 pull out his pen and paper to draw it. So --

5 BY CWO4 [REDACTED]

6 Q. Is this what you used? I mean I don't see any of the
7 shackles that you're mentioning. Is it usually more detailed than
8 this?

9 CAPT. McCAMERON: I didn't draw that up.

10 CWO4 [REDACTED] No, I understand you didn't draw this, that
11 this is what the owner drew up, correct?

12 CAPT. TOMLINSON: Um-hum.

13 CWO4 [REDACTED] And did you see this? Did you take this and
14 say, hey, this is what the owner's drawing me up. You take it and
15 kind of mirror that.

16 CAPT. McCAMERON: No, I didn't. I discussed it with the
17 owner what he wanted, and what was acceptable to him.

18 CWO4 [REDACTED] So you just told him about all the shackles or
19 you just mentioned --

20 CAPT. McCAMERON: Right.

21 CWO4 [REDACTED] Okay. But normally -- what about other
22 owners, businesses, whatever? Do they usually give you a diagram
23 and say --

24 CAPT. McCAMERON: Normally there's a form for a tow plan, you
25 know, and it'll say, you know, this is your weather parameters,

1 speed parameters, depth parameters.

2 CWO4 [REDACTED] I'm more interested in the equipment to be
3 honest with you.

4 CAPT. McCAMERON: Yes.

5 CWO4 [REDACTED] As I mentioned, they're not on here.

6 CAPT. McCAMERON: There generally will be a drawing on there.

7 CWO4 [REDACTED] And it would have all these 35 ton shackles
8 that you mentioned.

9 CAPT. McCAMERON: Correct.

10 CWO4 [REDACTED] Okay.

11 CAPT. McCAMERON: Because if you don't have what he asks,
12 then his word is no longer part of that deal.

13 CWO4 [REDACTED] So then for this deal, since he didn't put any
14 of that stuff, you guys collaborate or you did --

15 CAPT. McCAMERON: I spoke to the owner.

16 CWO4 [REDACTED] And you said, hey, I want to do this, this,
17 and this.

18 CAPT. McCAMERON: This is what it's got to be at least.

19 CWO4 [REDACTED] Okay.

20 CAPT. McCAMERON: Because he was not one to use the chain
21 going to the chocks. I said, no, we can't do that, and that's not
22 acceptable.

23 CWO4 [REDACTED] Okay.

24 CAPT. TOMLINSON: And so, Warrant Officer, the Sector Miami
25 has a dead ship tow plan template that we always reference for

1 projects.

2 CWO4 [REDACTED] Yeah.

3 CAPT. TOMLINSON: And then at the end it specifies a towing
4 diagram. This was the supplement. That's typically, you know, we
5 never -- and I know it's not listed on here, and I can see that
6 there's a little bit, well, okay, why is it not? But we never use
7 anything less than 35 ton shackles for these kind of jobs because
8 the shackles cannot be the weakest part. Everything's got to be
9 of equivalent strength or greater or overpowered. So -- and
10 procedurally, you know, I mean I can, you know, we've done as a
11 company in the last 2 years, having the *Capt. Beau*, at least I'd
12 say almost 10 or 12 dead ship tows for vessel relocations. So we,
13 you know, the 35 ton is typically something that we don't normally
14 deviate from.

15 MR. FURUKAWA: Okay. So, John, 10 or 12 dead ship tows in
16 how many years?

17 CAPT. TOMLINSON: About 2, since we bought the *Capt. Beau*,
18 February 2020.

19 MR. FURUKAWA: So this is just the *Capt. Beau*.

20 CAPT. TOMLINSON: The *Capt. Beau*, yes. So this is part of
21 the book of business for the *Captain Beau* is doing project like
22 these, you know, among other things.

23 MR. FURUKAWA: Okay.

24 CAPT. TOMLINSON: So, yeah.

25 CWO4 [REDACTED] So that was *Capt. Beau*, P&L.

1 CAPT. TOMLINSON: P&L owns *Capt. Beau*.

2 CWO4 ██████████ Right. So --

3 CAPT. TOMLINSON: Because does more than that but
4 specifically for the *Capt. Beau*, 10 to 12. I mean the LSV8 that
5 was started at Sector Miami was another good example of our
6 relocation. We do yacht relocations. We've done other dead ship.
7 We've done salvage work in ship school (ph.). And the Strait of
8 Florida, we go out there and pull them back in.

9 MR. FURUKAWA: And you bought the *Capt. Beau*, February what?

10 CAPT. TOMLINSON: I think 2020.

11 MR. FURUKAWA: 2020. Okay. She's a working vessel.

12 CAPT. TOMLINSON: Very working.

13 MR. FURUKAWA: Okay. And your company specializes in ocean
14 going tows.

15 CAPT. TOMLINSON: We do all, a little bit of everything.

16 MR. FURUKAWA: Okay.

17 CAPT. TOMLINSON: So we have two ocean tugs. We have three
18 coastwise vessels, and we have two inland boats. Being in our
19 market, we have to be able to do a lot.

20 MR. FURUKAWA: So ocean tows, three coastline tows --

21 CAPT. TOMLINSON: Coastwise.

22 MR. FURUKAWA: Coastwise tows and the inland.

23 CAPT. TOMLINSON: Inland boats. Intercoastal Waterway, the
24 local Miami work.

25 MR. FURUKAWA: And those are all tows also?

1 CAPT. TOMLINSON: Those boats tow but in more of a pushing
2 fashion. Inland is more pushing opposed, you know.

3 MR. FURUKAWA: Okay. And how many boats do you have for
4 inland?

5 CAPT. TOMLINSON: Two.

6 MR. FURUKAWA: Two. Okay. Two ocean, three coastwise, two
7 inland.

8 CAPT. TOMLINSON: Um-hum.

9 MR. FURUKAWA: Okay.

10 CAPT. TOMLINSON: That's all on our website.

11 MR. FURUKAWA: Okay. And all pretty much towing or pushing.

12 CAPT. TOMLINSON: Yeah, but we -- I mean I guess more of the
13 store, we have -- we're experienced with this stuff. So, you
14 know, I mean new, but not that new. We bought the *Captain Beau* to
15 get into this kind of line of work, 2 years.

16 MR. FURUKAWA: The ocean going.

17 CAPT. TOMLINSON: Yes. We operate smaller vessels but not
18 with the range of the *Capt. Beau*.

19 MR. FURUKAWA: Okay. So P&L, before that, it was the
20 coastwise and the inland?

21 CAPT. TOMLINSON: Yes.

22 MR. FURUKAWA: Okay. How long has the company been around?

23 CAPT. TOMLINSON: Since 1993. We've evolved. We used to
24 just do tail and tow work on the Miami River, those Hempstead
25 boats that you had been asking about.

1 MR. FURUKAWA: Um-hum.

2 CAPT. TOMLINSON: We used to do that.

3 MR. FURUKAWA: Okay.

4 CAPT. TOMLINSON: And then we moved away from that.

5 MR. FURUKAWA: What year did you guys start doing ocean going
6 towing?

7 CAPT. TOMLINSON: 2002, February 2020.

8 MR. FURUKAWA: Okay. And let's see. Okay. And, John, for
9 the company, you're the towing specialist?

10 CAPT. TOMLINSON: I wouldn't call myself a towing specialist
11 but I would call myself knowledgeable. I'm the commercial
12 director, and I'm also very highly involved in operations. So I
13 have a resume of seagoing experience as well. So.

14 MR. FURUKAWA: Okay. So to get back to Jeff, to finish Jeff.

15 CAPT. TOMLINSON: Sure.

16 MR. FURUKAWA: Then I'll talk to you about --

17 CAPT. TOMLINSON: P&L.

18 MR. FURUKAWA: Yeah. About the company and all that.

19 BY MR. FURUKAWA:

20 Q. Okay. So, Jeff, you were talking about the weather limits
21 for the tow. Can you tell me what the -- what kind of weather
22 limits did this tow have?

23 A. Eight foot I think it was.

24 Q. Okay. And what happens when you reach your weather limits?

25 A. Well, you slow down, do whatever you have to do to keep your

1 tow. Round up into the seas and go -- head up into it. Running
2 down sea is not a good idea because you're getting too much surge.

3 Q. Okay. And do you have on board instruction that has your,
4 you know, the company's policy for what happens at that weather
5 limit?

6 A. Normally, yes. I did not have a tow plan per se, like what
7 you've got there. I didn't see that.

8 Q. You never saw this?

9 A. No.

10 Q. Okay. But -- let's see. If we don't have already, we'll ask
11 for a copy of the, you know, the company's general policy, how you
12 do tows and what happens for, you know, in emergency with your
13 tows and all that.

14 A. That's pretty hard to put into words because every
15 situation's different and the variables will turn this into this.

16 Q. Okay. But do you have something written down for the vessel?

17 A. Sixty years of experience. I mean there's nothing on the
18 vessel per se, in the tug itself.

19 CAPT. TOMLINSON: There's the TSMS.

20 CAPT. McCAMERON: The TSMS, yes. Okay. That has rules. I
21 guess a rule of thumb to go by.

22 MR. FURUKAWA: Um-hum.

23 CAPT. McCAMERON: But I didn't see it. We'd have to go
24 through that.

25 BY MR. FURUKAWA:

1 Q. Okay. Is that on paper or is that computer?

2 A. Yes, it's on -- in a book.

3 Q. Okay.

4 CAPT. TOMLINSON: It's hardcopy and it's on our Helm Connect,
5 our software, our like fleet monitoring software.

6 BY MR. FURUKAWA:

7 Q. Okay. Let's see. So there was only one crewmember, the mate
8 that went on board the *Carib Trader*, right?

9 A. Yes.

10 Q. Okay. With the surveyor, when you went back to the *Carib*
11 *Trader*, one of the things he wrote was the vessel on tow is to
12 checked regularly on passage. How do you guys check the guys
13 regularly during tow?

14 A. Well, you come around and check to see what your trim is, if
15 your drafts have changed, you know, just general inspection.

16 Q. How do you do that while you're towing?

17 A. Well, the easiest way is to be in deep enough water where you
18 can just come around on it and you don't have to shorten your
19 wire.

20 Q. Okay.

21 A. If you're not in a position to do that, then you have to
22 shorten your wire to be able to get back there.

23 Q. Okay. And how often do you do that?

24 A. Once a day.

25 Q. Once a day. And is that a particular time or --

1 A. Around noon.

2 Q. Okay. So let's see. You guys left on the evening of the
3 3rd?

4 A. I believe so.

5 Q. Okay. So on the 4th, 5th, the accident happened on the 6th.
6 Okay. So is it in your log when you guys checked the tow on the
7 4th and the 5th?

8 A. It should be. I'm not sure if I wrote it in there or not.
9 Because normally it's a little 5 minute slow down, let the barge
10 or ship, whatever, come up to you, look around, see your draft
11 marks and get back underway.

12 Q. Okay.

13 A. Money is -- time is money.

14 Q. Okay. So did you do this on the 4th?

15 A. Yes.

16 Q. That was on your watch?

17 A. Yes.

18 Q. Do you remember what the drafts were on the --

19 A. There's too many things. I'm going to say I think they were
20 around 3 or 4 foot but I can't remember for sure.

21 Q. So 3 or 4 feet was the trim?

22 A. No, originally the trim was 2 foot.

23 Q. Okay. So on the 4th, did the trim change?

24 A. No.

25 Q. Okay.

1 A. Nothing had changed until that night.

2 Q. Okay. So on the 5th, when you guys -- did you check it on
3 the 5th?

4 A. Every day.

5 Q. Okay. And so about noontime or --

6 A. Somewhere there about. It's the shift change.

7 Q. Okay.

8 A. That way I'm not waking everybody up to or they hear changes
9 in the engines and --

10 Q. Okay. So both you and the mate are on the bridge when this
11 is happening?

12 A. Um-hum.

13 Q. Okay. Okay. Let's see. Do you remember what kind of
14 current? Do you guys keep track of the current? Because on that,
15 on that surveyor's remarks, it said something about current had
16 limitation, too. Do you know what kind of current you had?

17 A. I avoided the currents by following my piloting chart. So
18 you can look -- that's a piloting chart for that day, and that
19 will justify wherever I was on which side of the Old Bahamas
20 Channel or, you know, I may be running, hiding under a point to
21 keep the -- because obviously in sea towing, the current makes a
22 world of difference to you.

23 Q. Um-hum. And the pilot chart, do you have it on paper or is
24 it --

25 A. The piloting chart is -- it's a -- it's like a -- it used to

1 be great big but now the copy I got on board here is a smaller
2 one.

3 Q. Okay.

4 A. But it tells you what the prevailing winds, seas, current,
5 everything is for that month of the year.

6 Q. Okay.

7 MR. FURUKAWA: And, John, can we get a copy of that for like,
8 you know, take a photo or --

9 CAPT. TOMLINSON: Sure. It's a standard publication.

10 MR. FURUKAWA: Right. But the one that's on board --

11 CAPT. TOMLINSON: I mean I can get a picture of it. I'm
12 saying you can download it. You can print it online or I could
13 get it for you but it will be the same thing.

14 MR. FURUKAWA: Okay.

15 CAPT. TOMLINSON: It's a -- I mean it's an old school way of
16 -- but it's a very reliable way of doing it. I mean I was brought
17 up using a pilot chart. So --

18 MR. FURUKAWA: Okay.

19 CAPT. TOMLINSON: The -- which surveyor are you referencing?

20 CAPT. McCAMERON: Yeah, I was wondering about that myself.

21 CAPT. TOMLINSON: Is it flag state or is this Coast Guard?

22 CWO4 ██████████ This one? This is the only tow --

23 MR. FURUKAWA: Yeah, that one.

24 CAPT. McCAMERON: So was an outside survey done?

25 CWO4 ██████████ So it was the Coast Guard one.

1 MR. FURUKAWA: Okay.

2 CAPT. TOMLINSON: So this is -- there's a Coast Guard
3 approval letter and a survey.

4 MR. FURUKAWA: Okay.

5 CAPT. TOMLINSON: So that -- I don't know anything about. I
6 only got the captain of port approval letter to sail.

7 CWO4 [REDACTED] This one.

8 CAPT. McCAMERON: You only got --

9 CAPT. TOMLINSON: That's what -- so that paperwork, what I
10 was able to get from our customer --

11 MR. FURUKAWA: Okay.

12 CAPT. TOMLINSON: -- is the approval letter.

13 MR. FURUKAWA: Okay.

14 CAPT. TOMLINSON: But you guys are -- your counterparts did
15 inspect the vessel. I don't know what findings or stipulations
16 were made, but that's why I'm asking for clarification. This is
17 kind of a -- sorry. This is a template. I mean obviously this is
18 a template, okay. I would say a living document. Most of this
19 just frankly is typically boilerplate. And, the most important
20 things --

21 MR. FURUKAWA: Um-hum.

22 CAPT. TOMLINSON: -- is going to be the weather stipulations
23 which were understood, you know, the sea state and the sea height.
24 Sea height meaning the one thing that we had to pay attention to.

25 MR. FURUKAWA: Okay.

1 CAPT. TOMLINSON: So just making mention of that. I mean we
2 typically fill out *Carib Trader* information, the *Captain Beau*
3 information. This stays the same. This checklist is basic. It's
4 what the Coast Guard would like to see but, you know, and that's
5 just -- to say this, but this is not a survey, you know.

6 MR. FURUKAWA: Okay.

7 CWO4 ██████████ This is -- a lot of this information though
8 comes from that --

9 CAPT. TOMLINSON: Okay.

10 CWO4 ██████████ Yeah, the Coast Guard kind of fills in the
11 blanks from the survey.

12 MR. FURUKAWA: The surveyor did it on behalf of Saint Vincent
13 and Grenadine but I think it was actually from that one because it
14 suggestions, it says towing arrangement configuration reviewed for
15 conformance, best practice, practice for passage from Miami,
16 Florida, hook to Gonaïves, Haiti. Due consideration is paid to
17 weather conditions, whilst on passage. Vessel is to be check
18 regularly on passage and the nearest port refuge is to sought out
19 in any instance of adverse weather conditions or compromises to
20 the water, integrity of towing or towed vessel. The Coast Guard
21 is the one that actually has the --

22 CWO4 ██████████ Yeah, they both have the weather conditions on
23 it.

24 CAPT. TOMLINSON: I have to say this just to clarify that the
25 Coast Guard doesn't put information in here. We put it in there

1 and it makes it to Coast Guard and then at least --

2 CWO4 ██████████ You put this in there.

3 CAPT. TOMLINSON: We put it in there and you guys look at it,
4 and if there's something you don't like you get back, and say,
5 hey, guys, we need to clarify here. I don't know -- what's this,
6 this times doesn't -- well, that time. That's kind of how it
7 works and then eventually you say, okay, it looks good. That's --

8 MR. FURUKAWA: Okay.

9 CAPT. TOMLINSON: -- kind of -- we bear the brunt of
10 generating this document and then they will say okay.

11 MR. FURUKAWA: Okay.

12 CWO4 ██████████ You're correct. I apologize.

13 CAPT. TOMLINSON: No, that's okay.

14 CWO4 ██████████ Because I work with the executives, and they
15 did mention that, that they --

16 CAPT. TOMLINSON: Sure.

17 CWO4 ██████████ -- give this to them and they look at it, you
18 know.

19 CAPT. TOMLINSON: And the flag state stuff, yeah, that's a
20 lot of very -- you know, it's very encompassing looser language,
21 you know. So the flag state --

22 CWO4 ██████████ So do you see that?

23 CAPT. TOMLINSON: Yes. That right there --

24 CWO4 ██████████ Have you seen that?

25 CAPT. TOMLINSON: I sent it to you and --

1 CWO4 [REDACTED] Okay.

2 CAPT. TOMLINSON: -- to NTSB.

3 CWO4 [REDACTED] Okay. You've seen it. Do you normally see
4 it?

5 CAPT. McCAMERON: Normally somebody gives me some idea of
6 what the parameters were.

7 CWO4 [REDACTED] Okay. Verbally?

8 CAPT. McCAMERON: Yeah, or they'll send an email or
9 something.

10 MR. FURUKAWA: Okay. This will kind of have -- like the
11 survey came on board the first time and said this is wrong, this
12 is right.

13 CAPT. TOMLINSON: Fix this, fix this, fix that.

14 MR. FURUKAWA: And the second time around it's like, okay. I
15 guess like, you know, the chocks or the bollards have to be
16 changed and --

17 CAPT. McCAMERON: Sort of. Well, that's ABS or --

18 CWO4 [REDACTED] No, this is for the flag state.

19 MR. FURUKAWA: A third party for the flag state.

20 CAPT. McCAMERON: Okay.

21 CWO4 [REDACTED] Not class flag state. So it's -- yeah. What
22 was the class again?

23 CAPT. TOMLINSON: Maybe B. I can't say. It might say in
24 there. It's not, it's not -- BV. It's one of the --

25 MR. FURUKAWA: It's not the (indiscernible).

1 CAPT. TOMLINSON: It's not -- I don't think it's Lloyds or
2 D&V or ABS. I can promise you that.

3 MR. FURUKAWA: For *Carib Trader II*, they had something with
4 the flag state, not ABS or anything like that, you know. Yeah,
5 because I kept asking them.

6 CWO4 ██████████ The inspectors, I just forget the name. It's
7 not common.

8 BY MR. FURUKAWA:

9 Q. Okay. So did you have any information on what kind of, you
10 know, the pump that was on the *Carib Trader II*?

11 A. Prior to the problem?

12 Q. Right.

13 A. Well, I knew there was a pump on there. I didn't have the
14 specifics.

15 Q. Okay. And you said that's something that the flag state
16 says, you know, what kind of pump you're supposed to have?

17 CAPT. TOMLINSON: I can't remember. It's been a while, but
18 it's -- if it is or isn't situated in this and/or whatever
19 conversation was had with Coast Guard and the owner --

20 MR. FURUKAWA: Okay.

21 CAPT. TOMLINSON: -- that pump but -- and I can say this. If
22 that pump -- I know that we're talking about pump capacity, pump
23 size and things like that. I think you mentioned, you know, maybe
24 there was a question about why the pump on the boat didn't make it
25 on there. So from my opinion, to elaborate, trying to transfer

1 that pump from our boat to the ship is a massive safety hazard.

2 MR. FURUKAWA: Um-hum.

3 CAPT. TOMLINSON: Possibly someone could go overboard, but I
4 -- you know, that just couldn't happen. So we used what was on
5 the boat. I think we do have the details on the pump. I will say
6 that under the sea conditions, from what I understand to be, and
7 the situation from nighttime to daylight, if that one pump wasn't
8 going to keep up, and you had two pumps, there's a situation on
9 that vessel that is dire, like there's there may be something
10 structurally wrong that unless you had a proper salvage outfit on
11 that boat, which you possible, you know, that's why -- that one
12 pump on there --

13 MR. FURUKAWA: Um-hum.

14 CAPT. TOMLINSON: -- if you had some seepage, you had water
15 coming in around the stern tube, some ingress but, you know, it
16 doesn't really matter. I guess what I'm trying to say is that
17 that pump was activated, it was running. If it wasn't keeping up
18 under those conditions, I don't know how a second pump would even
19 be able to, you know, but I don't know.

20 BY MR. FURUKAWA:

21 Q. Okay. So, Jeff, with your experience in towing, has there
22 ever been, you know, in you experience, where you have to put a
23 crewmember on the tow and get it pumped out?

24 A. Yeah, there's been occasions where we do that.

25 Q. About how many times?

1 A. Three or four maybe.

2 Q. Okay. And those three or four times, was the pump able to
3 keep up with the -- or make any progress on what was coming in,
4 that it was pumping out?

5 A. Two of the times. One of the times it did not.

6 Q. So one time the tow ended up sinking?

7 A. Yes.

8 Q. And then the other two or three times, it was successful.

9 A. Find out where the water's coming in and get that fixed
10 and --

11 Q. Okay.

12 CAPT. TOMLINSON: I mean it just boils down to the level of
13 ingress, you know.

14 MR. FURUKAWA: Right.

15 CAPT. TOMLINSON: So if it's a leak or small crack and you
16 can find it, and you can put tonnage in there, pack it in, try to
17 slow the water flow in versus pumping out --

18 MR. FURUKAWA: Um-hum.

19 CAPT. TOMLINSON: -- but if there's a much larger crack or
20 structural issue --

21 MR. FURUKAWA: Um-hum.

22 CAPT. TOMLINSON: -- that we don't have x-ray vision to see,
23 that's the one, you know. I'm not saying that was the case here.

24 BY MR. FURUKAWA:

25 Q. Okay. If you're able to pump it down, because I've read in

1 your statement, your statement or Wes' statement, that, you know,
2 you guys never made progress to originally pump down, see where --
3 if you can identify where it's coming in. If you were able to
4 identify where it's coming in, for the patch, all that stuff, do
5 you have that on board your vessel or is that on -- where we --

6 A. We have that kind of material on board, yes.

7 Q. Okay.

8 A. We didn't have it on the ship. They may have. I don't know.

9 Q. Okay. But you do have it on board the --

10 A. Yes. All it is is 2x4s.

11 CAPT. TOMLINSON: Rags, anything. Anything that can get --
12 anything you can find.

13 CAPT. McCAMERON: Useless deckhands, stuff --

14 CAPT. TOMLINSON: Yeah. I'm not going to lie. At the
15 initial stages, if you can put your hand over the hole, just to
16 get the flow in slower than the flow out, and then you start from
17 there and you just -- it's damage control in situations like this
18 so to speak or, you know, you just want to keep the flow in slower
19 than the flow out.

20 MR. FURUKAWA: Okay.

21 CAPT. TOMLINSON: Yeah.

22 BY MR. FURUKAWA:

23 Q. And you've got like a kit or something on board.

24 A. Well, you would call it a kit.

25 Q. Okay. Do you have like a --

1 A. We have 2x4s, rags, like I said, anything you need to get --

2 Q. Okay. And for the *Captain Beau* itself, what are your drafts
3 for this voyage?

4 A. 14 foot.

5 Q. So 14 foot, 4 1/2. Okay. And you said you asked the owner
6 about rigging a high water alarm.

7 A. I didn't say that specifically. I said anything that we can
8 use to help us be alerted to a problem.

9 Q. Uh-huh.

10 A. He said, no, his -- and I asked him if there was going to be
11 a survey and he said that was already taken care of. And then I
12 was never able to find out where the survey come from, and I guess
13 this was the survey they were talking about.

14 Q. Um-hum. Okay. But did you specifically ask the *Carib Trader*
15 *II*'s owner about doing a bilge, high water alarm?

16 A. Yes.

17 Q. Did you bring that up?

18 A. Yes. And he said, well -- I said, because a lot of times the
19 surveyor will require that that be done.

20 Q. Okay.

21 A. And I asked him, had the survey been done, and he said, yes.
22 So.

23 Q. Okay. But -- and you asked them about can we rig the bilge,
24 high water alarms system?

25 A. Yes, yes.

1 Q. And he said?

2 A. It wasn't necessary.

3 Q. Okay. Let's see here. So you put, you put Wes on board.

4 And what was Wes' first report to you?

5 A. I had him go to the engine room to check to see what the
6 water level was, and his first report was the water in the engine
7 room was over the top of the main engine.

8 Q. Okay.

9 A. I asked him if there was any pumps or anything like that. He
10 got that corrected, got it pumping.

11 Q. Okay.

12 A. But the pumping never did keep up with the ingress of water.

13 Q. Okay. Were there any problems with the pump?

14 A. No.

15 Q. Okay. And so originally you put him on board to check on the
16 bow. And then the -- to see what, you know, why the draft was
17 increased by, you know, by the stern.

18 A. I'm not sure I understand your question.

19 Q. So you -- what was the purpose for putting Wes on board? Was
20 it to check it for --

21 A. The stern was getting heavy. The tow had broke.

22 Q. Uh-huh.

23 A. We needed to find out what was going on.

24 Q. Okay. So you immediately went to the engine room.

25 A. He went to the engine room.

1 Q. Okay. You said it over the top of the main engine.

2 A. Yes.

3 Q. Did he say how many feet or if it was half full or --

4 A. You'll have to ask him. He could better give you a
5 guesstimation on that.

6 Q. Okay. And let's see. You put him on board about what time?

7 A. I would say about 9, 8 or 9 in the morning.

8 Q. Okay.

9 A. Now, I'd have to check the logbook to know that for sure
10 but --

11 Q. Okay.

12 A. -- that was after daylight.

13 Q. Okay. That's in the logbook.

14 A. What time I put him on the boat?

15 Q. Right.

16 A. Yeah.

17 MR. FURUKAWA: Okay. Did we get the logbooks?

18 CWO4 [REDACTED] I believe we did.

19 MR. FURUKAWA: Okay. John, we'll ask you for the logbooks.

20 BY MR. FURUKAWA:

21 Q. Did any other spaces flood besides the engine room?

22 A. The whole thing flooded as far as I was aware.

23 Q. No, but initially.

24 A. That's a question I can't give you an answer for. I don't
25 know if there was other spaces flooded or not. If they would have

1 been, the only other thing could have been flooded would have been
2 cargo hulls.

3 Q. Okay.

4 A. And I'd say they weren't because it was own in the stern.

5 Q. Okay. So the mate never made any reports about the cargo
6 hulls being flooded?

7 A. No. It was an older vessel, a Haitian freighter, and he
8 couldn't have gotten the hatches off to check it, even if I would
9 have told him to do so.

10 Q. Okay. Do you have a fathometer on board your vessel?

11 A. Yes.

12 Q. Do you remember what the reading was or do you know where it
13 sank?

14 A. The fathometer doesn't go that deep.

15 Q. Okay. Our report was that you guys were in the Old Bahamas
16 Channel.

17 A. Right.

18 Q. You guys -- after the Old Bahamas Channel, you guys kind of
19 went to the northeast.

20 A. I was in the Old Bahamas Channel. What I was doing was
21 staying up under all of that -- the weather rolled out northeast I
22 think it was.

23 Q. Okay.

24 A. And I was staying under the break of the land in order to
25 keep from getting in rougher weather and, of course, I knew that

1 the tow was, you know, there were parameters there, and I'm trying
2 to stay in places where those parameters are met because at that
3 point, I'm out in the middle of nowhere, and I've really got no
4 place to run.

5 Q. Okay. So when it's rough, you slow down and you go into the
6 weather --

7 A. Right.

8 Q. -- to ride it best you can. Okay. Let's see. And if it
9 wasn't for the weather, then you guys probably would have put the
10 other pump on board, your pump on that vessel or --

11 A. Well, yeah, if it was physically possible to do that but I
12 was barely able to get a man over there, you know, and I'm taking
13 a chance with these people's lives and I'm not going to do that.

14 Q. Okay. So just getting the mate on board was something --

15 A. Yes.

16 Q. -- in itself.

17 A. Right. And once I got him on there, and once I got him back
18 on board, I wasn't putting him back over there.

19 Q. Okay.

20 A. And if he had been any less skilled than he was, I wouldn't
21 have even done that.

22 Q. Okay. That's all I have for now. And we'll move onto [REDACTED]

23 CWO4 [REDACTED] I've got to put my old man glasses on.

24 CAPT. TOMLINSON: You're not that old. Because I'm not --

25 CWO4 [REDACTED] I just started wearing these readers.

1 BY CW04 [REDACTED]

2 Q. Okay. I'm Chief Warrant Officer [REDACTED] U.S. Coast
3 Guard. So, Jeff, were you aware of -- so you said you were aware
4 of the sea limitations which was 8 to 10 you said? Eight foot for
5 the --

6 A. Well, I knew what -- I don't think anybody specifically gave
7 me -- the tow plan never said.

8 Q. You said it was email or verbal.

9 A. Yeah.

10 Q. Is that correct?

11 A. Yeah. I knew it was no more than 8 to 10 foot.

12 Q. Was there any -- what was the weather condition? What was
13 the wind speed around that time of the incident?

14 A. Well, it changed but I would say at some points it got up to
15 25, 30.

16 Q. 25 knots, 25 sustained?

17 A. Yeah.

18 Q. Occasional 30s?

19 A. Yeah.

20 Q. Okay.

21 A. I mean even occasional 35.

22 Q. Okay. So were you aware of any wind speed limitations for
23 that ship tow?

24 A. Yeah, I was aware that you couldn't go any more than -- I
25 don't think the wind was an issue as much as the sea size. So.

1 Q. So were you aware of any wind speed limitations?

2 A. I was, yes.

3 Q. What were they?

4 A. 8 to 10 foot.

5 Q. Okay. Wind speed?

6 A. 25, 30. I was riding the break of my limitations at that
7 point.

8 Q. So prior to the 6th, correct, that's when it happened? The
9 day before, you did file reports for the next 24, 48 hours.

10 A. Well, depending where we were but that's why we prepped --
11 like we put out a weather report that will get you through 4 or 5
12 days ahead of time.

13 Q. And was there any indication on there, that weather report
14 looking like --

15 A. It was bad all over, but it wasn't above --

16 Q. You didn't know it was going to --

17 A. Yeah.

18 Q. Okay. You mentioned prior to doing the tow in general, you
19 went on board the *Carib Trader II*, correct?

20 A. Um-hum.

21 Q. And how long before? When was that? How long before the tow
22 did you get on there?

23 A. I think it was 2 days prior.

24 Q. And so 2 days prior by yourself or the whole crew or --

25 A. Yeah, myself, the mate and two deckhands.

1 Q. And that 2 days prior, were you doing -- what are you doing
2 for those preparations 2 days prior? What were you doing on the
3 vessel?

4 A. We were getting the chain bridle on there or the tow rigged
5 up.

6 Q. So just rigging the tow?

7 A. Yeah.

8 Q. And so after you rigged the tow, do you do anything else? Do
9 you walk the tow?

10 A. We looked around the ship and then went back to the *Capt.*
11 *Beau.*

12 Q. When you say walked around the ship, what do you do?

13 A. You just walk around and you check to see how thick the steel
14 is, and you just get a general feel of what you're towing.

15 Q. And it's tied up? It's in the water tied up?

16 A. Yeah.

17 Q. Okay. So you do like an internal walkthrough?

18 A. Yes, we did. I didn't go down to the engine room. The mate
19 went down to the engine room.

20 Q. But you went to other --

21 A. Yes.

22 Q. -- spaces?

23 A. Yes.

24 Q. Okay. Did you notice anything out of the ordinary?

25 A. It was an old piece of shit.

1 Q. Okay. Can you give me a couple of details why it looked like
2 an old piece of shit?

3 A. Rust.

4 Q. On the hull, like internal?

5 A. Like I said, I didn't go down into the engine room. You
6 would probably have to ask Wes that.

7 Q. Okay.

8 A. But the upper deck was pretty rough, you know, rust
9 everywhere, big rust, not just stuff that looked like you hit it
10 with a hammer.

11 Q. Main deck, main deck or superstructure?

12 A. Main deck.

13 Q. Main deck. So we got a report from one of the ABs that he
14 heard that there may have been a 3 or 4 inch fist-size hold by one
15 of the generators inside the *Carib Trader II* when Wes was on
16 board. You might have heard that. Did you hear anything about a
17 hole --

18 A. No.

19 Q. -- by the generator --

20 A. No.

21 Q. -- the size of a fist? Okay. So as far as you know, Wes,
22 the mate, didn't know where the water was coming from?

23 A. No.

24 CAPT. TOMLINSON: Can you elaborate on that?

25 CWO4 [REDACTED] Well, I mean --

1 CAPT. TOMLINSON: I mean fist size hold.

2 CWO4 [REDACTED] When he gets off, I'll go on about it.

3 BY CWO4 [REDACTED]

4 Q. But that's just the report, you know, we've done other
5 interviews. So -- with the crewmembers. And that was a reply.
6 I'm just asking you if you had gotten that report as well.

7 A. No. And the reason why he's asking is because why was
8 this --

9 CAPT. TOMLINSON: Through the hull or through a bulkhead? If
10 it was structural. I mean I know when you go offline, but --

11 CWO4 [REDACTED] Three or four inch by the generator. He
12 didn't say where.

13 CAPT. TOMLINSON: See, I mean I -- the location of that is --

14 CWO4 [REDACTED] That's fine.

15 CAPT. TOMLINSON: I know.

16 CWO4 [REDACTED] We'll ask the mate himself. I mean that's the
17 horse's mouth.

18 CAPT. TOMLINSON: It's new information. It's just --

19 CWO4 [REDACTED] Actually it's new information for myself is
20 that I didn't know the whole tow broke. To be honest, I was only
21 told it was one bridle that had broken. So I didn't realize you
22 had to pick up the bridle and reattach it, but no big deal.
23 That's why we're here.

24 BY CWO4 [REDACTED]

25 Q. You mentioned the indicator light for a bilge alarm. Was

1 that something -- is that common practice for all of your other
2 tows for safety? How many of your other tows, maybe a
3 percentagewise, do you normally have that installed? Ninety
4 percent. If you know -- and I'm to going to hold you --

5 A. About 75.

6 Q. About 75 percent of the time someone put that up there. And
7 so you said you talked to the owner about that. Are you talking
8 about Maneer (ph.), Maneer.

9 Q. Maneer. Okay. And he said it wasn't necessary, correct?

10 A. He said that --

11 Q. To put that light on wasn't necessary.

12 A. He said the survey had already been done, not to worry about
13 it.

14 Q. For the light itself, a strobe light or --

15 A. That's the question I was asking was do you want to do the
16 lights.

17 Q. And he said they completed the survey.

18 A. Do you want to put the chain bridle out, and he said I don't
19 need it. Excuse me, but you're not hearing, anyway they're going
20 to away with what they can.

21 CAPT. TOMLINSON: The strobe light thing is best practices at
22 least as far as I know. We've had -- when we towed the LSV which
23 is, you know, a vessel from the U.S. Army, that was a stipulation.
24 I think on one other tow, we've had the surveyor make that as a
25 best practices suggestion because the vessel's unmanned. So, you

1 know, give you at least a 30 minute heads up if there's something
2 going on.

3 CWO4 [REDACTED] Right, that's

4 CAPT. TOMLINSON: It's a best -- I mean it's not a mandated
5 thing, but I would say it's probably a best practices suggestion
6 and that's -- yeah.

7 BY CWO4 [REDACTED]

8 Q. So the water pump that was on the *Carib Trader II*, is that
9 something -- was that prior to -- like 2 days prior to or --

10 A. Yes.

11 Q. -- and you guys run it? Did anybody run it? Is there a
12 checklist like --

13 A. There wasn't a checklist but, you know, is there a pump on
14 board? That's standard practice.

15 Q. So pump on board, that's -- you verify there's a pump. Is it
16 -- do you guys take it out and run it, hook up the hoses?

17 A. No, we didn't.

18 Q. Is that a standard thing that you do on other boats or --

19 A. To take it out and run it?

20 Q. Yes.

21 A. Yes.

22 Q. But this time you didn't?

23 A. No.

24 Q. Okay. And so is this a gasoline -- was this a gasoline pump?

25 A. I believe so.

1 Q. So was there a fuel source? Was there extra fuel on board?

2 A. There was 15 gallons of fuel on board there.

3 Q. While you were on board the 2 days prior, did you notice any
4 locks on any doors? Anyplace you couldn't get access to?

5 A. I think there was some locks on there. I don't, I don't
6 recall, but I don't know what they did before we left the dock
7 seeing there was a 2 day time period from the time. I was on
8 there until we fixed --

9 Q. Sorry. When you were on there, did you try to open a door
10 and --

11 A. I didn't, no. I didn't try to open any doors. When I got on
12 there, I climbed up -- the dock was at -- I climbed up the pilot's
13 ladder, went straight on up to the bow and started trying to
14 figure out what I needed to do and how to.

15 Q. So to your knowledge, you said Wes --

16 A. He would be the best guy.

17 Q. -- may or may not have gone in the engine room. Somebody
18 went into the engine room, correct?

19 A. Yes.

20 Q. Someone from your crew went to the engine room.

21 A. Yes.

22 Q. And had no problem getting into the engine room?

23 A. Right.

24 Q. Okay. Two days prior.

25 A. Yes.

1 Q. And then -- so the day of the incident, there was no reports
2 of Wes having any issues getting into the engine room?

3 A. No. In fact, he went around and opened doors. Running that
4 generator -- the pump, he would get asphyxiated.

5 Q. Right. But they were freely accessed, right? No
6 obstructions, no blocks.

7 A. There may have been some locks, but I don't know that.

8 Q. Okay.

9 A. Like I said, Wes can give you a good answer to that.

10 Q. I just --

11 A. I don't want to lie to you.

12 Q. Yeah, yeah, no. It's not. And so you got off watch at
13 midnight, correct? Is it prior to midnight or does your relief
14 start at 11:30 and --

15 A. Well, generally they come up 11:30, quarter till. You talk
16 about, okay, there's a ship over there. That ship's over here.
17 What's going on? Blah, blah, blah, blah. So I had -- you come
18 down out of the wheelhouse, my stateroom is the first room. So
19 when I got off of watch, which is at midnight or 5 'til or
20 whatever.

21 Q. Right.

22 A. It doesn't take me long to go to sleep. I was asleep. I was
23 well into sleeping by 0035 when he called me and told me he thinks
24 he lost the ship.

25 Q. And what you mean by lost the ship is the tow broke pretty

1 much?

2 A. Tow broke.

3 Q. Okay. So what time was that again that you got woke up?

4 Sorry.

5 A. 0035.

6 Q. Okay. And then you retrieved, you retrieved it, set it back
7 up.

8 A. We got it. I wouldn't say set it back up. We went back
9 immediately, got the ship, tried to see what am I going to do
10 here. Sit down, make a plan and at that point, they had the one
11 leg of the bridle on the portside hanging off. So we got up under
12 it, backed up under it and did our deal, tied the bowline in it
13 and got the towline on it and -- my main interest was to get the
14 barge under control.

15 Q. Right.

16 A. Or the ship under control.

17 Q. So once it was under control, you went back to bed, correct?

18 A. No, no, I never went back to bed that night.

19 Q. You stayed up in your stateroom?

20 A. Yeah.

21 Q. You went back to your stateroom?

22 A. No, no. We went underway. I don't remember exactly what I
23 did.

24 Q. But you didn't go back to sleep though?

25 A. No.

1 Q. And so sunrise is 05, 06?

2 A. I would say it was around 6.

3 Q. And then that's when you --

4 A. Started trying to get a -- figure out -- that's when we
5 started making the tow. I got the rest of the crew, made the tow.
6 I got it moving, and then started trying to decide what to do.

7 Q. What did the stern of the *Carib Trader II* -- you said the bow
8 was up. So I assume the stern was down.

9 A. The stern was down.

10 Q. About how much draft would you say the stern looking like
11 approximately?

12 A. That morning I would say it was maybe 5. There was a 5 to 6
13 foot difference in trim. And that -- the prior afternoon when we
14 checked it, there wasn't. So whatever happened, happened between
15 noon the previous day and midnight.

16 Q. Okay. Do you know what the draft is usually on the stern?

17 A. I think it was 5 foot. It was light.

18 Q. I'm sorry. What was the freeboard?

19 A. When we left or --

20 Q. No, in the morning when you saw a problem.

21 A. Yes.

22 Q. When you woke up.

23 A. The weather was starting to get nasty at that -- well, it was
24 already nasty. It wasn't taking on water over the stern at that
25 point. So it had freeboard. I'm going to say 2 or 3 foot.

1 Q. And what is the normal -- do you know what the normal
2 freeboard is?

3 A. I'm going to say it was about 6.

4 Q. And prior, let's go back to getting off of watch. When you
5 got of watch around midnight, you didn't notice any engine, RPMs
6 dropping or overload or anything like that as far as basically --

7 A. No.

8 Q. -- you were towing more than --

9 A. But it was already starting to get choppy. But when, you
10 know, of course, the running lights, we were watching at night.

11 Q. Right.

12 A. You can't see anything. So at midnight, I'd have to look at
13 the log, but I would say there hadn't been a noticeable change in
14 speed. So whatever the additional drag that had come into the
15 picture, it wasn't noticeable but that might be because of the
16 inclement weather.

17 Q. Right, right. Okay. You mentioned lights, running lights.
18 What kind of -- is there tow lights? What kind of weather
19 arrangement was on --

20 A. Right.

21 Q. -- your vessel and then --

22 A. We've got three mast heads and, of course, the tail end
23 configuration. The running lights on there, we had a red and a
24 green on the bow and a white on the stern.

25 Q. Okay. Is that all that's required for the Carib?

1 A. As far as I know, yes.

2 CWO4 [REDACTED] That's all I got now, Jon.

3 MR. FURUKAWA: Okay. [REDACTED]

4 CWO2 [REDACTED] Yes, Chief Warrant Officer [REDACTED] U.S. Coast
5 Guard.

6 BY CWO2 [REDACTED]

7 Q. Capt. Jeff, I just wanted to ask more on your towing
8 equipment. When is the last time you directed your crew to
9 conduct an examination or inspection of that gear that was on
10 board that day?

11 A. Inspection before it was used?

12 Q. Correct. Just visual or they would just look at it, whatever
13 it is you normally have them do. When was the last time you
14 directed the crew to do that?

15 A. It would have been before we did the tow.

16 Q. Was that 2 days before? Was it like the day after?

17 A. Yeah, I'm going to say it was 2 days before. Once we figured
18 out what we were going to need, you know, I had to take a look at
19 what we had.

20 Q. Okay. And in regards to your towing arrangement, who made
21 the calculations to determine the correct size of the Spectra wire
22 that was going to be needed and did they account for the possible
23 sea state or wind state that you might encounter on your voyage?

24 A. The chain, I told them what size they needed. It wasn't
25 going to do to have anything less than what I required. The wire

1 -- I would say anything that was used was what I told them that I
2 needed.

3 Q. So the termination was based off your experience and
4 knowledge of towing?

5 CAPT. TOMLINSON: I'd like to interject, John, P&L Towing.
6 Yeah, so based off his resume and experience and off of previous
7 tows, like the LSV and other vessels, this is a small freighter,
8 light freighter. We can make those decisions. I mean but
9 ultimately, the guideline is based off of flag state and/or
10 anybody else that has an opinion on getting this vessel of Miami,
11 we had to entrust that what we were doing was acceptable. But,
12 I'm not a towing specialist but I have been doing this for a
13 while. I have a master mariner's license. I'm in communiqué with
14 Jeff almost all the time because I typically want the issues to
15 work and always up on jobs. What we had arranged per his
16 discretion was ample, based off of both the vessel size and even
17 the sea state. So, you know, that's my two cents on that. But
18 the tow wire, the bridle and the shackles and the chain. I mean I
19 didn't see the chain physically, but enough. So.

20 CAPT. McCAMERON: Yeah, I would say that I agreed to it
21 rather than decided it. Do you understand what I'm saying?

22 BY CW02 [REDACTED]

23 Q. You agreed to the arrangement?

24 A. Yes.

25 Q. And you didn't necessarily decide what was going to be in

1 place?

2 A. Right. They said, you know, what do we have to have, and I
3 told them what we were going to have to have. They asked me about
4 the size and if the size was okay, yeah.

5 Q. Who was -- who is they? Can you elaborate?

6 A. Maneer.

7 CWO4 [REDACTED] The owner of the vessel.

8 BY CWO2 [REDACTED] Okay.

9 CAPT. TOMLINSON: And just lastly, just the calculations that
10 you were speaking off, Warrant Officer, those are -- I'm not sure,
11 I'm not a calculus manager, you know. I'm just saying that you
12 have to use, in the industry, based off of experience and what we
13 do in dealing with surveyors, you've got -- there's, there's rough
14 mathematical estimates and based off previous know how, but
15 factoring in dynamic load, that's kind -- you know, there's no
16 real calculation. I mean you could, but you need to, you know.

17 CWO2 [REDACTED] No, I understand.

18 BY CWO2 [REDACTED]

19 Q. So basically I'm just asking the Captain if he had any
20 concern with the size of the Spectra that was being used --

21 A. No.

22 Q. -- based off the vessel and the potential sea state and what
23 Spectra says should be used for that situation.

24 A. That was good gear.

25 Q. And the condition, how would rate the condition of the gear?

1 A. Top brand condition.

2 Q. All of it.

3 A. Yeah.

4 Q. Chain, wire rope?

5 A. Bridles, everything.

6 Q. Bridle was brand new.

7 A. Some of the shackles may have been something I already had on
8 board, but Maneer did buy some shackles. So I don't remember
9 exactly how many shackles we had.

10 Q. Okay. Tow wire is probably what, a little over a year old?

11 A. Yeah, it was a new tow wire.

12 Q. That's all for the gear, but I just want to shift to one more
13 section. Who is your third party for your safety management
14 system? Are you familiar with that, Captain?

15 A. You mean in the office, who's --

16 Q. For your SMS, your safety management system, who is issues
17 that? Who provides that?

18 CWO 2 [REDACTED] You feel free. You can answer that one.

19 CAPT. TOMLINSON: Sure.

20 CWO2 [REDACTED] Where is it? Do you have SMS or --

21 CAPT. TOMLINSON: So we don't have a TPO. We deal directly
22 with U.S. Coast Guard Sector Miami for all of our inspections. We
23 have a contractor/consultant who's ex-Coast Guard 20 years by the
24 name of Brian Daley (ph.). We do not formally have TSMS but we
25 refer to a draft TSMS for operational questions and procedural

1 things. That is currently being revised into more of an
2 operations manual. Beyond that, we have a health and safety
3 manual which is standard whether you go TPO or direct Coast Guard.
4 So we're in a little bit of, you know, we don't have an actual
5 hired SMS company such as Tug and Barge Solutions coming out doing
6 our audits.

7 CWO2 [REDACTED] Right. No, I understood that. That's what I
8 was trying to get at. So you're Coast Guard Option COI?

9 CAPT. TOMLINSON: Yes.

10 CWO2 [REDACTED] And you have your own safety management systems
11 by P&L?

12 CAPT. TOMLINSON: Yes.

13 CWO2 [REDACTED] For the captains and the crews to follow.

14 CAPT. TOMLINSON: Yes, we have, we have a draft TSMS. So
15 we're going to go TSMS.

16 CWO2 [REDACTED] Right. No, specifically your safety management
17 system. Regardless whether you go third party or not, you're
18 supposed to have some kind of maintenance program, right, to be
19 certificated.

20 CAPT. TOMLINSON: We have a health and safety and medical
21 guide.

22 CWO2 [REDACTED] Got it. That's what you use.

23 CAPT. TOMLINSON: We have an operations manual.

24 CWO2 [REDACTED] Understood. That's what was trying to get at.
25 So it's developed by P&L?

1 CAPT. TOMLINSON: Yes.

2 MR. FURUKAWA: We have Nick on line now.

3 BY CWO2 [REDACTED]

4 Q. So where I was going with that, Captain, so are you familiar
5 with the health and safety plan and the operations manual?

6 A. Yes, I read it.

7 Q. Does it state anywhere in that manual what the intervals are
8 for conducting inspection or examination of tow gear?

9 A. I think it's -- I'm not sure. It's annual inspection or --

10 CAPT. TOMLINSON: It's in the manual.

11 CWO2 [REDACTED] It's in the -- you also have your towing vessel
12 record.

13 CAPT. McCAMERON: Yeah. You mean my tow wire and --

14 CAPT. TOMLINSON: So let's not get -- we have other -- yes.
15 I get what you're saying. You have the vessel towing record and
16 you have prompts and how to connect.

17 CAPT. McCAMERON: Sure, yeah.

18 CAPT. TOMLINSON: They said -- he's an older, and not to make
19 -- he's older school captain, but he's got, you know, he's --

20 CWO2 [REDACTED] No, I know. Subchapter A (ph.) is changing the
21 industry.

22 CAPT. TOMLINSON: I mean he's, you know, so he knows the
23 answers but maybe just like not the civil language, but we've got
24 the hard copies. We've got soft copies in Helm Connect. It gives
25 prompts in helm connect, you know, things like that and like when

1 you get Wesley on, younger guy, younger mate, he obviously
2 facilitates for the Captain on some of this --

3 CAPT. McCAMERON: Actually, he's the link between me and the
4 computer generation. So.

5 CAPT. TOMLINSON: Yeah. Wesley's -- yeah. It's kind of --

6 CWO2 ██████ So there is a software in place that prompts you
7 do things as required.

8 CAPT. TOMLINSON: Yes, yes.

9 CAPT. McCAMERON: And then there should be --

10 CWO2 ██████ It's called Helm.

11 CAPT. McCAMERON: Helm.

12 CAPT. TOMLINSON: Helm Connect. It's like Marine CFO or like
13 ABS/NS5 but a little more watered down for tugboaters.

14 CAPT. McCAMERON: I've heard of NS5.

15 CAPT. TOMLINSON: Yeah.

16 BY CWO2 ██████

17 Q. And you maintain records.

18 A. Everything, and I back it up with hard copy.

19 Q. Did they provide the maintenance records for examination of
20 the equipment?

21 CAPT. McCAMERON: John, did they provide those?

22 CAPT. TOMLINSON: Yes.

23 CWO2 ██████ I know we got the certificate of the wire and,
24 et cetera, but what about the maintenance records? Are you able
25 to send those over?

1 CAPT. TOMLINSON: Yes. Yeah. Once -- yes. I can get that
2 for you --

3 CWO2 ██████ Okay.

4 CAPT. TOMLINSON: -- and there's --

5 CWO2 ██████ Okay.

6 CAPT. TOMLINSON: Okay. So it's not -- the feet dragging
7 isn't intentional. It's obviously a priority, but we will get you
8 these documents.

9 CWO2 ██████ I think it's something that's absolutely looked
10 at, you know.

11 CAPT. TOMLINSON: Yeah.

12 CWO2 ██████ Since we're talking and, you know, how the tow
13 plan was arranged. So things are coming up as we're speaking.

14 CAPT. TOMLINSON: Absolutely.

15 CWO2 ██████ That's all I have for you, Captain. Thank you.

16 CAPT. McCAMERON: Okay.

17 MR. FURUKAWA: John, do you want to ask anything?

18 CAPT. TOMLINSON: Not so -- I don't want to say not so much
19 ask.

20 MR. FURUKAWA: Later on when we interview you.

21 CAPT. TOMLINSON: I mean however. I mean I'm -- I think -- I
22 don't have anything for you guys --

23 MR. FURUKAWA: Okay.

24 CAPT. TOMLINSON: -- to ask him right now.

25 MR. FURUKAWA: That you want to ask Jeff.

1 CAPT. TOMLINSON: I can say this, you know, on the record,
2 off the record, is that the guys and their effort to even get a
3 man on during this situation, I'm proud of them for making that
4 effort.

5 MR. FURUKAWA: Okay.

6 CAPT. TOMLINSON: It was above and beyond I think, risking --
7 Wesley put himself at risk to try to salvage the ship.

8 MR. FURUKAWA: Okay.

9 CAPT. TOMLINSON: And I want that to be on record.

10 MR. FURUKAWA: Okay.

11 CAPT. TOMLINSON: Thank God no one got killed or we didn't
12 lose anybody.

13 MR. FURUKAWA: Okay.

14 CAPT. TOMLINSON: Yeah.

15 MR. FURUKAWA: Thank you. And we'll do our second round --
16 second and last round of questions.

17 BY MR. FURUKAWA:

18 Q. Let's see. And, Jeff, you said -- you brought the weather
19 report with you?

20 CAPT. TOMLINSON: I need to use the restroom, guys. Excuse
21 me.

22 BY MR. FURUKAWA:

23 Q. Okay. Is this a copy for us?

24 A. Yes. No, this is witness statements that we --

25 Q. Okay.

1 A. -- sent you all.

2 Q. Okay. So if John or you can make us a copy of this.

3 A. Oh, sure, sure.

4 Q. And email it to us. Okay.

5 A. Yeah, that's the original. That's the one that I printed out
6 to make the tow.

7 Q. Okay.

8 A. And how it affects us is --

9 Q. Okay. The high seas forecast --

10 A. Right.

11 Q. -- for that area for 1630 UTC Wednesday, March 2nd.

12 A. Right. And where you want to be for our sake is all the way
13 back -- yeah. I can make a copy of it.

14 Q. Okay. Within 2 1/2 miles east of the coast of Florida.
15 Okay. We'll get a copy of this from you. And, Jeff, what
16 concerned you about this weather report?

17 A. What concerns me?

18 Q. Yeah. Nothing?

19 A. No.

20 Q. It's just due diligence.

21 A. Yeah, I just, you know, every trip before -- because
22 sometimes our SAP system doesn't bring the weather into us. So I
23 print the weather out for a week in advance. And that's the --
24 what I had done there.

25 Q. Okay.

1 CWO4 [REDACTED] What's the date on this? Is it on front?

2 This is March 2nd. Is this March 2nd, Jeff?

3 CAPT. McCAMERON: Yes.

4 CWO4 [REDACTED] And so and so on. It says, today, March 2nd,
5 tonight, March 2nd, Thursday is the 3rd?

6 CAPT. McCAMERON: Um-hum.

7 BY MR. FURUKAWA:

8 Q. So you basically printed out the whole weather to you got to
9 Haiti.

10 A. Right.

11 Q. Okay. And why aren't you able to get weather on the IT?

12 A. The -- normally it comes in through the helm. Of course, all
13 of it is on the computer but sometimes we don't have internet
14 through the SAP system that's clear.

15 Q. Okay. How was it this voyage? Did you have internet or
16 could you get the weather while you were at sea?

17 A. I don't remember.

18 Q. Okay.

19 CWO4 [REDACTED] So the Saturday night into Sunday morning,
20 correct?

21 CAPT. McCAMERON: When it happened you mean?

22 CWO4 [REDACTED] No, Friday night to Saturday morning.

23 CAPT. McCAMERON: I'm not sure.

24 CWO4 [REDACTED] It was the night of the 5th into the 6th,
25 correct.

1 BY MR. FURUKAWA:

2 Q. Jeff, you said when you were on the *Carib Trader II*, you were
3 looking at the steel and you said the steel didn't look very good.

4 A. It was well rusted. Now, how thick it is, I really don't
5 know, if they do an x-ray or whatever they do with it.

6 Q. That's something for the surveyor to do anyways.

7 A. Right.

8 MR. FURUKAWA: Okay. Let's see. And for the documents that
9 we got for the (indiscernible), John.

10 CAPT. TOMLINSON: Yes, sir.

11 MR. FURUKAWA: So can we get a copy of that?

12 CAPT. TOMLINSON: Yes, sir. I can do it on my phone or I'll
13 see Jones will copy it.

14 MR. FURUKAWA: Okay. And we'll go through this, you know,
15 the certificates and all that. Just make sure that we have the
16 wire, on bollards, the chain, that meets the Spectra and tow wire
17 and all the shackles.

18 CAPT. TOMLINSON: Okay.

19 MR. FURUKAWA: So besides the certificates of inspection and
20 also the maintenance documents, too. I think that's pretty much
21 all I have.

22 CW04 [REDACTED] I have a couple of follow up.

23 BY CW04 [REDACTED]

24 Q. Again, you went on 2 days prior. You set up the tow rig.

25 Did you notice anything else that needed to be secured? Up by the

1 bow, did anything else look funny?

2 A. No, the only thing we secured was the tie up lines, and they
3 wouldn't until she got underway.

4 Q. I'm sorry. What?

5 A. The tie up lines.

6 Q. Tie up lines.

7 A. The mooring lines.

8 Q. Was there an anchor on board the *Carib Trader II*?

9 A. No. Yes, but there wasn't when the problem came along.
10 That's what I thought. The anchor had given way.

11 Q. So two days prior, there was no anchor on board?

12 A. There was an anchor on board.

13 Q. There was. One anchor?

14 A. Yes.

15 Q. Where was that located approximately?

16 A. I believe the starboard side.

17 Q. On the starboard?

18 A. Yeah.

19 Q. And was that -- how was that --

20 A. No, portside. I'm sorry. Portside.

21 Q. Portside. On the deck or was it one of the anchors --

22 A. It was up in the hull.

23 Q. Okay. And that was secured?

24 A. Yes.

25 Q. Okay. Tied off and everything.

1 A. That's what made me think originally broke the tow was
2 because the chain broke or parted, did something. I don't know
3 for sure what happened.

4 Q. Right.

5 A. I don't know if the pall (ph.) gave loose. I just don't
6 know. And when that happened, that's when -- well, the chain was
7 hanging down when we got back to the ship that night. The night
8 that it happened, the chain was hanging down.

9 Q. So you assume the anchor was in the water?

10 A. Yes, the anchor was definitely in the water.

11 Q. And -- okay. So that anchor let go?

12 A. Yes.

13 Q. Okay. And you saw or you --

14 A. I did not see it.

15 Q. Someone reported it to you?

16 A. Yes.

17 Q. Okay.

18 A. All I know is the anchor was in the chute when we left the
19 dock, and it wasn't -- I don't recall looking specifically for it
20 on the day of the inspections, but it was out when it came time to
21 rescue the ship.

22 Q. And did you -- you saw it in the water maybe as you were
23 passing, or you were coming to bring Wesley on board?

24 A. Well, the chain, the chain was hanging down.

25 Q. You saw that?

1 A. Yes.

2 Q. Okay. So this is an opinionated answer. How do you think
3 this may have happened? And then how do you think it could have
4 been prevented? And you can be totally opinionated about it.
5 Don't worry about not knowing facts or this is just for our
6 knowledge.

7 A. I don't know how. I would say that -- I thought that when I
8 saw that that had broke, I thought that's what broke the tow wire.

9 Q. Was the anchor?

10 A. Yes, but that couldn't have been it because it was down in
11 the water by the time we saw it.

12 Q. Okay.

13 A. And I don't even know that there was still an anchor attached
14 to it.

15 Q. Right.

16 A. All I saw was the chain hanging.

17 Q. So in your opinion, how do you think this may have happened?

18 A. The wire parted. The wires -- the pall gave away and it also
19 had sling on it, too, two slings on it, and either they gave way
20 or -- why? I don't know.

21 Q. The bridle parted, and you don't know how that could have
22 happened, correct? Again, I --

23 A. The bridle part, no. I --

24 Q. And if you don't have an answer, you don't have an answer.
25 That's fine, too.

1 A. I don't know to be honest with you.

2 Q. So let me ask you this? How do you think something like this
3 could be prevented?

4 A. Well, obviously I guess inspecting the pall better could be
5 more -- it had two -- I think they were like half inch slings
6 wrapped a couple of times and then shackled together, the eyes.
7 Use bigger wire or I don't know.

8 Q. What do you think -- do you think the weather was -- being at
9 the capacity, do you think the weather was an issue?

10 A. Well, the weather had gotten nasty, but I don't know --

11 Q. Like if you did the same tow --

12 A. It could have been.

13 Q. Okay.

14 A. But I don't, you know, it would have had to have -- the ship
15 take a dive. The water come up, hit the anchor up farther into
16 the hawse pipe, give it some slack and then it breaks.

17 CAPT. TOMLINSON: I would like to say something. Like I see
18 where you're going, like -- but losing a tow happens, and that's
19 not --

20 CWO4 [REDACTED] No, no, this is all opinion.

21 CAPT. TOMLINSON: No, no, I'm --

22 CWO4 [REDACTED] We're not using any of this now.

23 CAPT. TOMLINSON: I'm just saying it didn't cause the vessel
24 to sink. The vessel taking on water in the tow, from my
25 experience, not necessarily related. So I get what could have

1 been done differently. The vessel's still taking on water.

2 CAPT. McCAMERON: The water --

3 CAPT. TOMLINSON: So the vessel, when it was built, could
4 handle 8 to 10 foot seas.

5 CAPT. McCAMERON: Yes.

6 CAPT. TOMLINSON: So I mean I just -- I'm not arguing with
7 you. I get what you're saying. We don't absolutely know but
8 we've lost tows before and gotten them when we've towed barges
9 down to Gonaïves. These things happen. You make up and you
10 reconnect. The vessel taking on water. The weather, that in and
11 of itself, that to me creates a variable, how much of an effect
12 did it have on the tow? How much of an effect did it have on the
13 bridle system, on the shock load, on the way it was towing
14 initially when we left versus when it was towing in the water.

15 BY CWO4 [REDACTED]

16 Q. So then I'll ask you again --

17 A. I don't know that the anchor not being in the chute any
18 longer was relevant to the tow breaking.

19 Q. When you got on board, you said this was a piece of crap you
20 said, right? So --

21 A. I'm sorry.

22 Q. You got on board the *Carib Trader II* and you said it looked
23 like a piece of crap.

24 A. Well, it's a Haitian freighter. How many Haitian freighters
25 have you been on?

1 Q. So again, how do you think this could be prevented?

2 A. Buy new freighters.

3 CAPT. TOMLINSON: I mean if we're going to go this route, I
4 mean like that vessel got shut down by local authorities and
5 couldn't go anywhere. It couldn't get hauled out. It had to
6 leave the river. So like I'm not involved in that game, but I
7 know that because that vessel got shut down and couldn't go
8 anywhere, it could not be hauled out. Eventually it had to leave
9 the river. So we got hired to do that. We've done it before with
10 two other vessels, and there's probably two more vessels on the
11 river that are going to need to go, and after this situation, I'm
12 sure they won't be easy to move. So like, you know, we have to
13 rely on our -- my captain doesn't have x-ray vision, and unless we
14 were to haul that vessel out, and I'm being practical, haul it out
15 of the water before we leave, survey the hull --

16 MR. FURUKAWA: That was the responsibility of the surveyor.

17 CAPT. TOMLINSON: But to ensure the water integrity, there's
18 no stress cracks, there's no, there's no -- there's no areas of
19 rust around sea chests, inlets and things. Like he can't
20 necessarily. I mean he's got his career, he has that discretion,
21 right, but --

22 MR. FURUKAWA: Um-hum.

23 CAPT. TOMLINSON: -- he can say it looks like a hunk of crap.
24 We have towed worse.

25 CAPT. McCAMERON: I've ran worse.

1 CWO4 [REDACTED] That's why I'm asking for his personal opinion
2 on this.

3 CAPT. TOMLINSON: I'm sorry.

4 CWO4 [REDACTED] And I --

5 CAPT. TOMLINSON: I know, I know.

6 CAPT. McCAMERON: We don't sail those any more. We want to
7 make less drama out of it. I don't know what you're asking there.

8 BY CWO4 [REDACTED]

9 Q. You're the guy that has to take these things out. You're the
10 last line of defense.

11 A. Right.

12 Q. So a lot of responsibility it put on you.

13 A. Right.

14 Q. So you as the mariner --

15 A. Well, what would I do? Well, from here on out, I'm going to
16 talk to the guy that does the survey. There's not going to be any
17 ifs, ands or buts or, aw, I don't know or what do you think or my
18 opinion. It's not going to be a party. Somebody's going to put
19 their name on the line, saying this is what's required. Anything
20 that happens, you're not the schmuck that's involved.

21 Q. Okay. I like it.

22 CAPT. TOMLINSON: Yeah, I mean I --

23 CAPT. McCAMERON: I know this. The anchor was on the bow of
24 the ship. The water came in on the stern of the ship. Now,
25 unless that anchor towing it 4 or 5 knots on the end of the

1 anchor, came all the way up to the stern and knocked a hole in it,
2 the anchor wasn't a relevant issue. That's why I even forgot to
3 say anything.

4 BY CWO4 [REDACTED]

5 Q. And so I asked you your opinion because you're the
6 experienced 60 year mariner helps me to make those recommendations
7 to my boss, right. So again, that's why I'm here. We're here to
8 help. We're not here -- I'm not here to interrogate you.

9 CAPT. TOMLINSON: Yeah, that's why I said give me --

10 CAPT. McCAMERON: If you don't come up with a good opinion
11 about this, somebody's going to interrogate me. And I --

12 CAPT. TOMLINSON: I'm sorry. We just -- we get, you know,
13 even myself like, you know, we're not -- I know you all are just
14 trying to get to the bottom of it but, you know, when there's --
15 you guys are doing something that's fundamentally right. So
16 lessons learned again. We look at it as we both have reputations.
17 He has a reputation as a master mariner. I have a reputation as a
18 businessman. So we kind of get a little bit, you know.

19 CWO4 [REDACTED] I don't think that --

20 CAPT. McCAMERON: I've got a lot of salt in my socks and this
21 seems like a waste of taxpayers' dollars in my opinion.

22 CAPT. TOMLINSON: No, no.

23 CAPT. McCAMERON: I didn't mean that. I understand you guys
24 have a job to do to find out why, and if you find out why, maybe
25 you can help it to be prevented in the future.

1 CWO4 [REDACTED] Right, that's why we're here. That's the
2 bottom line.

3 CAPT. McCAMERON: But to me, with the experience I have and
4 with shit that I've done over the last 60 years, this didn't sink
5 in American waters. It didn't -- nobody was hurt. There was no
6 insurance fraud obviously. We didn't have any damn insurance. I
7 just --

8 BY CWO4 [REDACTED]

9 Q. Well, to respond to that. Yes, we're here to prevent this
10 from happening in the future. You had to cut the tow line,
11 correct?

12 A. Yes.

13 Q. So how -- that could have been, that could have been more
14 disastrous than what happened, correct?

15 A. Well, it could have took all of us.

16 Q. It could have took all of you down, correct?

17 A. Right.

18 Q. So again, to get back to your waste of tax dollars monies, it
19 -- I know you're just talking, and I'm okay with that, but to put
20 it in a little more perspective for you, that's why we're here
21 because it could have -- what could have been, right?

22 A. Sure.

23 Q. An inspected towing vessel could have sunk.

24 A. Um-hum.

25 Q. Now, who's on the hook for that?

1 A. Um-hum.

2 Q. Not just the lives. So who are they going to be looking at?
3 They're going to be looking at the blue suiters, right?

4 A. Yeah.

5 Q. And we're here to help --

6 A. Well, I get that. I get that. Basically we're on the same
7 side. We're looking at it through different windows.

8 Q. And that's the only reason why that we are here. If it was
9 too foreign vessels, we have no stake in that game, right?

10 A. Right, right. Correct.

11 Q. There was one foreign vessel and one U.S. inspected vessel.

12 A. You want to make a boss --

13 Q. Okay. I'm a blue collar worker just like yourself, man.

14 A. I get it.

15 Q. I don't care if you say --

16 A. It's my career, you know. It's not relevant. It's over for
17 me.

18 Q. Right.

19 A. I've got another couple of years, and I'm just glad to be
20 able to kind of help some of the younger guys coming in because
21 they understand a lot about computers, but they don't understand
22 anything about motion and sea sense and all these things that I've
23 developed over the years. It can't be learned in a school or --

24 Q. Right.

25 A. -- or inherited or --

1 Q. One final question that I have is how do you and the rest of
2 the group get along? How's the --

3 A. Good. This company is very good about letting me surround
4 myself. I can go -- I can trust, that are knowledgeable, and are
5 easy to get along with. I mean if you're an asshole, I don't want
6 to spend a month inside a confined area with, you know. We've got
7 -- they let me surround myself with the proper people.

8 Q. Okay. So you get to kind of choose --

9 A. Camaraderie, family.

10 Q. Okay. Cool.

11 A. We take care of each other.

12 MR. FURUKAWA: [REDACTED]

13 CWO2 [REDACTED] Nothing to add.

14 MR. FURUKAWA: Okay. And this is Jon Furukawa again.

15 BY MR. FURUKAWA:

16 Q. I forgot to ask you. How long have you been aboard the
17 *Captain Beau* before the accident?

18 A. I'd have to check the logbook. The *Captain Beau* doesn't
19 leave the dock unless I'm on it.

20 Q. Okay. Well, let me ask you this. What's your normal to
21 vacation schedule?

22 A. Whenever a trip is, you know, it can be 60 to 30 or it could
23 be 90 and 10. It's --

24 Q. 90 and 10?

25 A. Well, it's very possible. I mean, hell, I did 7 or 8 months

1 at sea before.

2 Q. From P&L?

3 A. No.

4 Q. Okay. So for *Capt. Beau*, where you've been working for P&L
5 for a year and a half, what's your normal work to vacation
6 schedule at P&L, *Capt. Beau*?

7 A. It varies. You know, if the company's staying busy, then I'm
8 saying very. I'm single, been married five times. So I have no
9 life other than going to sea and coming home and making my family
10 miserable.

11 Q. Okay. So, you don't remember how -- do you remember how long
12 you've been on board the *Captain Beau* before? A week, weeks, a
13 month?

14 A. I've gone home, in fact, one time the boat had left the dock
15 without me. They towed that yacht over --

16 CAPT. TOMLINSON: You can refresh me. Do you need to help
17 you out? I just walked in.

18 MR. FURUKAWA: I just asked him what his -- what's the normal
19 work to vacation with --

20 CAPT. McCAMERON: I was off for a couple of weeks and then
21 came back, did a quick tow from the Bahamas from the Bahamas with
22 a ship, and then we picked up the big ship and left.

23 BY MR. FURUKAWA:

24 Q. Okay. Is there like the ideal work to vacation schedule?

25 A. Two for one.

1 Q. Is it two for one?

2 CAPT. TOMLINSON: I mean there is, but as a growing
3 company --

4 MR. FURUKAWA: Um-hum.

5 CAPT. TOMLINSON: -- and, you know, we send our guys home as
6 soon as we can, but our schedule right now, especially for a
7 vessel like the *Beau* that covers a lot of territory --

8 MR. FURUKAWA: Um-hum.

9 CAPT. TOMLINSON: -- it not -- we don't have that routine
10 schedule at the moment. Typically those routine schedules work
11 ultimately for the long-term work. The *Beau* does spot work.

12 MR. FURUKAWA: Okay.

13 CAPT. TOMLINSON: So Jeff was home when it's, when it's --
14 unless he's, you know.

15 BY MR. FURUKAWA:

16 Q. Okay. And we're at the end, so like we already asked you,
17 and basically you're saying that the sinking, gaining water and
18 weight on the *Carib Trader II* had nothing to do with the parting
19 of the tow line?

20 A. I can't answer that question for you. I don't know.

21 Q. Okay.

22 A. How did that water take on so much water so fast? Did a seam
23 split in the engine room? Did a valve break off?

24 CWO4 [REDACTED] This hole, this fist size hole, I'm really
25 looking forward to hearing more about this. This is, you know,

1 that could very well --

2 CAPT. TOMLINSON: I mean --

3 CAPT. McCAMERON: Well, that's the first I heard of that.

4 CAPT. TOMLINSON: -- that's the first I've heard about this,
5 too, and I guess Wes being really the only guy that actually saw
6 the vessel when it was in its sinking condition, but I'm --

7 MR. FURUKAWA: He was the AB?

8 CWO4 [REDACTED] He was the AB.

9 MR. FURUKAWA: Yeah.

10 CWO4 [REDACTED] Just the one. And it's neither here nor
11 there.

12 CAPT. TOMLINSON: Yeah.

13 CWO4 [REDACTED] The water was coming in from somewhere. We
14 just --

15 CAPT. TOMLINSON: Yeah.

16 CWO4 [REDACTED] We just -- I mean we'll never know, right, but
17 it's just, hey, it's just a question.

18 CAPT. TOMLINSON: Sure. I mean --

19 CWO4 [REDACTED] It doesn't mean anything.

20 CAPT. TOMLINSON: No, but I mean just in good faith in the
21 situation, if an AB is asked by the captain and he goes looking
22 and he saw that, and he didn't report it. I know it doesn't
23 necessarily change his discretionary decision making --

24 CWO4 [REDACTED] Right.

25 CAPT. TOMLINSON: -- but it's something I would like to know.

1 CWO4 [REDACTED] Yeah.

2 CAPT. TOMLINSON: And I mean -- and being completely frank
3 with you, not reporting it but reporting it to you, it makes me a
4 little concerned, is it actually true or not?

5 CWO4 [REDACTED] Right, you -- I don't need to know it two
6 months later. You need to know it the day when it happens, right?

7 CAPT. TOMLINSON: I mean obviously, obviously we've all
8 talked. I mean we talked about it when it happened. We've talked
9 as a group. We've talked individually. I've talked to him, and
10 this -- I hear this now. I mean that's why I -- if, in fact, that
11 is true, I feel kind of dumb because I'm like, well, that might be
12 a good starting point for why this may have happened, but I don't
13 know.

14 MR. FURUKAWA: Well, he also told us that going forward, it
15 was just one piece of the bridle, not both pieces.

16 CAPT. TOMLINSON: And I don't know which AB -- I mean I
17 listened. It doesn't quite matter. An AB is an AB. You know, I
18 will say that the three of us active people in this situation are
19 going to be Jeff and me and the chief engineer. The ABs are the
20 least experienced. They have qualifications to do certain jobs.
21 They don't have 45 years of captain experience. So I'm just
22 saying. So it's -- I'm sure you understand that, and the things
23 they see, to them may be one thing and they may be another, right?

24 MR. FURUKAWA: Right.

25 CAPT. TOMLINSON: I know you may understand what I'm saying.

1 I'm not saying whoever said that was wrong, but like a hole. Was
2 the whole through a frame, a bulkhead. I mean if -- because
3 there's, you know, I don't know, but --

4 BY CW04 [REDACTED]

5 Q. I do have one more question actually. You answered that you
6 didn't conduct alcohol testing on the crewmembers, correct,
7 because you didn't think alcohol played a role.

8 A. I know alcohol didn't play.

9 Q. Are there testing -- alcohol testing swabs on board?

10 A. Yes.

11 Q. Okay. And --

12 CAPT. TOMLINSON: And not to say, I mean I expect his call
13 under the situation, during -- it was about a 20 hour ordeal. I
14 think -- how long was this? I mean from the point you got called
15 until it sank, you were pretty much all hands on deck.

16 CAPT. McCAMERON: Yeah.

17 BY CW02 [REDACTED]

18 Q. So let me ask you this. Do you know the requirements for
19 alcohol testing -- alcohol and drug testing?

20 A. You mean requirements as far as what they have to do --

21 Q. When they have to and the time periods that are allotted?

22 A. I guess it's with 24 hours or something, to test. I don't
23 know that for a fact.

24 Q. So you should read up on it, but I'll give you a brief
25 summary. It's 2 hours for alcohol, no more than 8.

1 CAPT. TOMLINSON: Yeah.

2 BY CWO2 [REDACTED]

3 Q. And then 32 hours for drug testing, and you as the master,
4 should definitely play a role in that in conjunction with the
5 owner to get that -- to facilitate that, to be the adult in the
6 room, to make sure the crew, so you know that. Now, I understand
7 at the time, you said it was a 20 hour ordeal or 8 hour ordeal.
8 You've already missed that time. So we can look beyond that, and
9 then your statement saying that alcohol was not a factor, we can
10 get by that. But I only ask that to give you education because
11 for future instances that -- because you could be liable for that,
12 you and/or the owner, for not conducting that. Now, drug testing
13 was completed within the allotted timeframe. So it's not a big
14 deal. That's why I asked you, but also when there are situations
15 when you do need to, I'm asking you --

16 A. If somebody gets hurt or if something gets damaged or smashes
17 a finger, it can be anything.

18 Q. Beyond first aide.

19 A. Beyond first aide.

20 Q. So look under 46 C.F.R. 43.2, and I can email that to you.

21 A. Okay.

22 Q. And I'm sure John can direct you to that.

23 CAPT. TOMLINSON: Sure.

24 BY CWO2 [REDACTED]

25 Q. Just to refresh your memory. I'm not here to like, you

1 know --

2 A. I know there's a time --

3 Q. -- but you should just know that --

4 A. I just --

5 Q. -- and when to do it.

6 CAPT. TOMLINSON: The form 2692 and 2692-B have very clearly
7 on there. Like you filled out the 2692 when this event
8 happened --

9 CAPT. McCAMERON: Right.

10 CAPT. TOMLINSON: -- remember. So -- but I'll make sure he
11 understands. I know for a fact the alcohol reporting. So when
12 this happened, I was even going to be like get alcohol tests.

13 CWO2 [REDACTED] Yeah, and I understand.

14 CAPT. TOMLINSON: Yeah. You are correct. They do need to --

15 CAPT. McCAMERON: This falls on me. I was the one that
16 didn't initiate that being done because I was trying to save the
17 ship.

18 BY CWO2 [REDACTED]

19 Q. Yeah, and we understand that, but again not just us, the next
20 guys that roll in here when we leave, are going to have the same -
21 - going to go by the same guidelines and follow it. And so for
22 the next time you get into a situation, at least think about it.

23 A. Yeah.

24 Q. So that's -- that's good. Otherwise there's fines, potential
25 revocation. You don't want that, right?

1 A. No, no.

2 Q. So I'm just giving you a little information.

3 A. Sure. Absolutely.

4 CW02 ██████ Okay. That's all I have.

5 BY MR. FURUKAWA:

6 Q. Okay. Let's see. So for this investigation, do you want to
7 change anything that you said?

8 A. No.

9 Q. No.

10 A. Nope.

11 Q. Okay. And is there anything that we should have asked you
12 but did not?

13 A. Not that I can think of.

14 Q. Okay. And -- okay. That's it? Any last alibis?

15 A. Nope.

16 MR. FURUKAWA: Okay. So the time is, let's see -- 11:39
17 Eastern Daylight Time, on Friday, May 13th, 2022, and we're ending
18 the interview with the master of the *Capt. Beau*, Captain Jeff
19 McCameron.

20 (Whereupon, at 11:39 a.m. EDT, 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: FLOODING/HULL FAILURE & SINKING
OF THE CARGO VESSEL *CARIB*
TRADER II NEAR SANTO DOMINGO CAY,
THE BAHAMAS, ON MARCH 6, 2022
Interview of Jeffrey W. McCameron

ACCIDENT NO.: DCA22FM011

PLACE: Miami, Florida

DATE: May 13, 2022

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.



Kathryn A. Mirfin
Transcriber