

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

CAPSIZING OF THE *SCANDIES ROSE* *

F/V NEAR SUTWIK ISLAND, *

Accident No.: DCA20FM009

ALASKA, ON DECEMBER 31, 2019 *

*

* * * * *

Interview of: JOHN LAWLER, Deckhand
Scandies Rose

Via Zoom

Monday,
August 30th, 2021

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D.C. Area 301-261-1902
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I N T E R V I E W

(0930)

CAPT CALLAGHAN: Hey, good morning, this is Captain Greg Callaghan, United States Coast Guard, chair of the Marine Board of Investigations for the investigation into the sinking of the *Scandies Rose* on December 31st, 2019. Today is August 30th, 2021, time now is 0930.

This interview is being conducted via Zoom for Government to maintain social distancing protocols and to comply with local, state, and federal guidelines to reduce and mitigate the spread of the COVID-19 virus.

I have with me today Mr. Keith Fawcett of the Coast Guard Investigative team. Also here is --

(Audio lapse)

-- Coast Guard pilot in Alameda, California. Again, this interview is being held to interview Mr. John Lawler, crew on the *Scandies Rose* as a follow up to testimony from the formal hearing. We will be seeking to clarify areas of testimony and asking questions that were not covered previously. At this point I'd like to acknowledge the presence of parties in interest.

First, Mr. John Lawler?

MR. LAWLER: (Indiscernible).

CAPT CALLAGHAN: Mr. Stacey?

MR. STACEY: Hi.

CAPT CALLAGHAN: Can you just announce who you are and who

1 you're representing?

2 MR. STACEY: Yes, my name is Joe Stacy with the firm Stacy
3 and Jacobson, and I represent John Lawler.

4 MR. CALLAGHAN: Thank you.

5 And now, we also have a party in interest for vessel
6 management. Mr. Barcott.

7 MR. BARCOTT: Good morning, Captain, members of the board,
8 Mike Barcott for *Scandies Rose*.

9 CAPT CALLAGHAN: Thank you very much.

10 And we had provided information as -- for our last party in
11 interest who opted not to partake in this interview. At this
12 point, I just wanted to make everyone aware, NTSB is not
13 participating today, but will be producing a formal transcript
14 that will be available in a few weeks. At this time, I'm going to
15 turn it over to Mr. Fawcett, who is going to swear in Mr. Lawler.

16 Mr. Fawcett?

17 MR. FAWCETT: Mr. Lawler, if you would please stand, sir, and
18 raise your right hand? A false statement given to an agency of
19 the United States is punishable by a fine and/or imprisonment
20 under 18 U.S. Code 1,001. Knowing this, do you solemnly swear
21 that the testimony you are about to give will be the truth, the
22 whole truth, and nothing but the truth, so help you God?

23 MR. LAWLER: I do.

24 MR. FAWCETT: Please be seated.

25 CAPT CALLAGHAN: Thank you, Mr. Lawler. Mr. Lawler, just

1 another point of clarification, we are going to be showing you a
2 number of images during this interview. At any time if you are
3 having trouble seeing them on your screen, please let us know, or
4 if you need clarification on any questions or the images
5 themselves, please feel free to communicate them to us.

6 MR. LAWLER: Yes, sir.

7 INTERVIEW OF JOHN LAWLER

8 BY CAPT CALLAGHAN:

9 Q. So, Mr. Lawler, certainly obviously this is a different
10 setting than previous and just want you to be able to relax. Try
11 and take a minute here and what I'd like to you focus on is just
12 the time that you were called regarding -- you know, to -- for
13 employment on the *Scandies Rose*. Take a few minutes and thinking
14 about that call and then what took place as you arrived to the
15 *Scandies Rose* in late December 2019?

16 A. You want me to tell you? Say that again, sorry.

17 Q. Nope. I just want you to take a second to make sure -- kind
18 of think about that and then if you can -- from the time you were
19 called, can you tell us who initiated the call to you? Start
20 there and then if you could walk us through whatever you can
21 recall from that initial phone call until the time you arrived on
22 board the *Scandies Rose*.

23 A. It was Gary Cobban, Jr. that called me; I believe it was
24 Saturday, I think. He put me in line with Julia Cooper, the
25 person that takes Gary most of their business and from there I was

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1 lined up with pre-hire paperwork.

2 Q. Okay, and when did you -- can you tell us about when you --
3 the day you reported? And actually, going back to your
4 conversation with Julia, in that discussion with her about the
5 employment, was -- were there -- was there talk about things that
6 were needed, additional paperwork or testing that you might have
7 to conduct leading up to that employment?

8 A. It was just a basic application and a pre-employment drug
9 test and that was it.

10 Q. Okay, and then when -- where did you get -- do you recall
11 where you had that pre-employment drug testing done?

12 A. I can't think of the name of the place it was, but it was in
13 town here somewhere. Basically, they do a lot of different people
14 in town here. I can't remember the name of it, though.

15 Q. Okay. So, would you say that's a -- is it like a local lab
16 there in town?

17 A. Yeah. They do like the DOT testing and all that.

18 Q. And then once you got through the employment paperwork, do
19 you remember -- do you recall what day it was that you flew in?

20 A. I don't know the exact day it was I flew in. I wrote that
21 down, though, on my previous testimony for you guys.

22 Q. Okay, and when you arrived to Kodiak, did you arrive with any
23 of the other crew members?

24 A. Yeah, I flew with Brock, and Art, and Dylan Gamby (ph.), and
25 I believe Seth was on that flight too, yeah.

1 Q. Okay. So, did you all -- once you guys arrived, did you all
2 report to the vessel at the same time?

3 A. Yes.

4 Q. And when you reported aboard the -- when you arrived onto the
5 *Scandies Rose*, was there anyone else on board before you all
6 arrived?

7 A. No, negative.

8 Q. So, did the remaining two that would be -- Captain Cobban
9 himself and then David Cobban, correct?

10 A. Yeah, Captain Cobban was not in town yet and then David was
11 in town, living there, and he actually picked us up from the
12 airport.

13 Q. Okay, so you all arrived together with David and then the --
14 so the one remaining person who hadn't arrived yet was Captain
15 Cobban?

16 A. Yeah, David was already there. He didn't fly with us; he was
17 already in Kodiak.

18 Q. Right, okay. So, do you remember when Captain Cobban arrived
19 into Kodiak?

20 A. No, I couldn't give you a definitive answer there without
21 shooting from the hip.

22 Q. Do you happen to remember roughly if he arrived on board in
23 the same day or within a couple days as the rest of you?

24 A. It was within the same day.

25 Q. It was the same day?

1 A. Yeah.

2 Q. So, going back to your first meeting with Captain Cobban, can
3 you talk to us about your first interaction with him with as much
4 detail as possible?

5 A. I mean, there wasn't really much of an interaction, it was
6 just we were going to untie the boat and move it to the other dock
7 where we were going to load the gear. Yeah, it just took a long
8 time to do that because the lines were all frozen up on the dock
9 from being laid up there. So, it probably took a better part of
10 two hours to get the boat free and from there we didn't really
11 have any interaction at all.

12 Q. Okay. So, being new to the boat, did Captain Cobban ever
13 talk to you about expectations of your job as a deckhand for the
14 season?

15 A. No, because I believe he just kind of knew that I already
16 knew -- it was pretty basic, straight forward working on a crab
17 boat. So, he -- there was nothing for him to really tell me, I
18 just knew the job that had to be done and just get it done.

19 Q. Okay. So, who was it that assigned the work to you then
20 while you were on board?

21 A. I couldn't tell you the exact person, I know it came from
22 Gary. I never heard it from him personally, I might've heard him
23 -- like overheard him talking about it. You know there's guys
24 that are -- had already been on that boat, so they knew where the
25 gear was and how much we were taking.

1 Q. Do you remember who was telling you what needed to be done?

2 A. It was kind of a mixed bag. I mean, no one was really saying
3 what to do, it was just we're going to get the pods on the boat
4 and that was -- I mean, there's no real special was of, I guess,
5 addressing that.

6 Q. Okay.

7 A. It's pretty much the same on -- if you've been on the boat or
8 any boat, it's relatively the same boat to boat, the process of
9 getting ready to go fishing.

10 Q. So, at point, did anyone show you around the engine room or
11 tell you what to do down there when you were making rounds?

12 A. No, never. I mean, I walked down there for my own peace of
13 my on every boat I go on just because I want to be familiar with
14 the area and, you know, where pumps are at and so forth.

15 Q. Thank you. Similarly, did -- was there any introduction to
16 specific gear in the wheelhouse by anybody?

17 A. No, just when we did a -- did our walk through for where the
18 survival suits were kept and everything else for drills. As far
19 as the navigation equipment, no.

20 Q. Okay. With regards to that equipment, is that equipment
21 stuff that you were already familiar with, the radar, auto pilot,
22 plodders, radios et cetera?

23 A. Yeah. Yes, sir. I mean, boats will vary with autopilots,
24 for instance, can be different boat to boat, but they generally
25 kind of work the same. It doesn't take much to figure out if

1 you've used any (indiscernible).

2 Q. Do you recall any of the equipment that was on the bridge of
3 the *Scandies Rose* that you were not familiar with?

4 A. No, negative.

5 Q. Okay, thank you. I'm going to ask Mr. [sic] Comerford to
6 bring up an image of the VHF radio. Mr. Lawler, can you see that
7 image on your screen?

Note: Referenced image can be found on
page 63 of this exhibit.)

8 A. Yes, sir.

9 Q. On the VHF radios, does anyone ever talk about the distress
10 buttons on those radios?

11 A. No one on the boat ever talked to them, but I'm familiar with
12 it. I have that same button on my VHF on my boat that I have at
13 home.

14 Q. Have you ever worked on a boat where that feature of the
15 radio was hooked up and ready to be used?

16 A. It depends on, like, the -- I mean, I could look back and
17 think oh, that boat had it. But I just -- from my experience, I
18 know most newer, modern ones within the last six years, eight
19 years have that function on it.

20 Q. And do you recall anyone ever attempting to use one of those?

21 A. No.

22 Q. At any time during the trip?

23 A. No, negative.

24 Q. Thank you. So, going back to your -- as you kind of got the
25 boat ready and you're interacting with the other crew, interaction

1 with Captain Cobban, any other conversations between you and him
2 between the time you arrived and the time you all departed?

3 A. There's just two I can think of offhand. One was at the port
4 door at the dock and he looked at me and said I feel like you're
5 unsure of me and I was like no, I'm just getting used to the
6 operation here and that was it. And the other conversation we had
7 was him asking if I'd be comfortable running the boat while he
8 took a downtime to haul gear.

9 Q. At any time during those conversations, are any of the talks
10 about -- you know, you talked about downtime, any talk about his
11 sleep or any talk to you about quality of sleep he may have been
12 getting at that time?

13 A. No, the only thing that I talked about maybe sleep wise it
14 was -- no, it wasn't even regarding sleep, he had to go to the
15 hospital before we left and that was kind of -- no one knew what
16 was going on there. We needed some stuff, I texted him and he
17 said he was at the hospital and that's all I got out of that. So,
18 I don't know he had any issues --

19 Q. So, he didn't elaborate on why he was there?

20 A. No, negative.

21 Q. At any point did he indicate whether or not that may have
22 played into, you know, how he was sleeping or the kind of rest he
23 was getting at the time?

24 A. No.

25 Q. By interacting with him or working with him in those few

1 days, any indication that he was a smoker?

2 A. Oh, indeed, yeah.

3 Q. Okay. So, did you witness him smoking?

4 A. Yeah, on several occasions.

5 Q. Okay. How about reliance on caffeine, was he a heavy coffee
6 drinker?

7 A. Yeah, lots of coffee, lots of cigarettes, kind of the, I
8 guess, picture I got.

9 Q. And so, at any point of your observance during the
10 conversations you had with him, did he -- was there ever any
11 appearance that there was any other medical issues that he was
12 suffering from during those interactions?

13 A. No, it's convenient you should say that because he -- when I
14 saw him at the port door in that first conversation we had, I'm
15 not too sure to what extent, he had mentioned something about his
16 glasses, how he wears coke bottles for glasses, can't see a thing.
17 So, that's the only kind of medical thing that I heard of from
18 him. I don't know if that's considered medical, I guess it is.

19 Q. Okay. Any notice of any other ailments that may have been
20 bothering him at that time? Any excessive scratching or anything
21 that you observed during those conversations?

22 A. No, not to my knowledge. But like I said, I didn't really
23 have too many interactions. I mean, it was -- I could count on
24 one hand the amount of times I was actually in the same vicinity
25 speaking around or at -- or with him.

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1 CAPT CALLAGHAN: Okay. Now, thank you Mr. Lawler. I'm going
2 to go ahead -- at this point I'm going to turn it over to Mr.
3 Fawcett for some additional questions.

4 Mr. Fawcett?

5 BY MR. FAWCETT:

6 Q. Good morning, sir, thanks again for being here. I want to go
7 back to the VHF radios that were in the visor above the operator
8 station. So, we talked about the digital select calling distress
9 buttons, do you know if those radios had that feature hooked up on
10 them? It would -- they would display latitude and longitude on
11 the little window where you dial in the radio channel when you
12 were selecting channels.

13 A. Right.

14 Q. So, down in the lower, left corner on the Simrad, which is
15 the righthand radio, it would say latitude and longitude. So did
16 anybody ever say whether those radios had that feature hooked up
17 and that they were ready for instant use by pushing the distress
18 button?

19 A. No, that did not. But, like, on the left one there, I put it
20 -- that picture, when you zoom in, it looks like it's up top
21 there. Well, maybe not. But no, I -- no one ever said if it was
22 hooked up properly or not and I never questioned it.

23 Q. And then looking -- you know, we're looking to make
24 recommendations to the fishing community at large, in your
25 experience, has the VSF function been hooked up and ready so that

1 you could use them, like, on your boat or other fishing vessels?

2 And you don't have to name the vessels, just in general?

3 A. Yeah, I had it hooked up on my boat.

4 Q. How about the other boats you worked on?

5 A. You know, it's just one of those things that I never think to
6 ask, I guess.

7 Q. So, I want to talk a little bit about you're still on the
8 boat, you're getting ready to get underway, I'm going to ask
9 Lieutenant Commander Comerford to put up an image of a AIS of the
10 vessel moving around the harbor. This is prior to your departure
11 for your voyage and if you look down there to the bottom of the
12 picture, you'll see a green square. That's where she was laid up
13 and then you began moving around the harbor. But take a minute to
14 look at that. Did Gary do all the boat moving?

15 A. Yeah, that's -- (Note: Referenced image can be found on
page 64 of this exhibit.)

16 Q. But he -- no one handled the vessel correct from the -- in
17 the harbor handling and moving the vessel around?

18 A. In the harbor, no, that was his -- I mean, I call it the
19 glory moments, right, where he has to come move the boat. I mean,
20 that's pretty much -- as I was telling Mr. [sic] Callaghan, that's
21 probably the only time I had a chance to have an interaction with
22 him was as he came down to move the boat. But other than that, it
23 was just the crew on the boat, he wasn't really around for
24 anything else.

25 Q. Did -- were you ever in the wheelhouse when they cranked up

1 the engine?

2 A. Negative.

3 Q. And who did the -- who cranked them up? Did the engineer,
4 Art, go down and crank them up or did the captain go down and
5 crank them up?

6 A. That would usually be Art, but I couldn't give you a straight
7 answer on that because Gary could've fired them up. But I would
8 imagine -- I'm trying to think back that far right now. The
9 general practice is, especially if the skipper's not really there
10 usually, is the engineer cranked up, fired up, warming up so when
11 the captain gets down there it's time to throw lines, not sit
12 there and wait.

13 Q. Did you ever crank the engines up or shut them down? And
14 what I'm looking for is -- when you were abandoning ship, there
15 was some alarm sounds -- some kind of alarm sounding in the
16 wheelhouse and we're trying to figure out if that could've been
17 related to, like, the engine, low lube oil pressure --

18 A. Oh, I wouldn't --

19 Q. Did you ever --

20 A. I don't want to say that I know everything, but I would a
21 hundred percent -- that's what I believe I said that in one of my
22 statements. I believe that was a low oil pressure alarm because
23 there was no alarms going off until the boat was completely heeled
24 over and black smoke started pouring out of the center.

25 MR. FAWCETT: So, if you would, Lieutenant Commander

1 Comerford, can you go back to that image again?

2 BY MR. FAWCETT:

3 Q. You're going to see the image in a minute you'll see a
4 few places where it looked like the vessel, *Scandies Rose*,
5 might've shifted off the dock. Do you see in the beginning, in
6 the top of that slide where it kind of moves out in the middle of
7 the waterway? Right there, those vertical -- do you remember the
8 boat moving off the dock to let other boats in or out, perhaps at
9 night or during the day? (Note: Referenced image can be found on
page 64 of this exhibit.)

10 A. No. I don't -- no, I never -- no, it was one stop that we
11 were going to load gear, and then one stop at the fuel dock, and
12 then we took off from where we took fuel, I believe.

13 Q. And so, when you talk about having to break the ice off the
14 mooring lines, where were you when you had to break the ice off to
15 move?

16 A. We were --

17 Q. Where would you have been on this image?

18 A. Where the green dot was.

19 Q. Okay. So, shifting a little bit, if the boat were moved in
20 the harbor at night, would you have known it while you were on
21 board?

22 A. Yeah, we never got a chance to get off. It was go, work, we
23 never went to town. I mean, I think I walked down one time or --
24 I mean, we did go to town for any personal items before we left.
25 But that was everyone as a whole, the boat wouldn't have moved

1 with no one on there. So, everyone had the opportunity to go.
2 But no, to answer your question, I would've woke up if the boat
3 was moving.

4 Q. And you don't -- as you said, you don't recall any night boat
5 moves in the harbor of Kodiak?

6 A. No.

7 Q. So now I want to shift gears a little bit and all of these
8 images that we're looking at were most likely for the purposes of
9 the PI and counsel. We'll probably bundle them as a single
10 exhibit and post them for the record so that we can refer to those
11 for the interview. (Note: all images have been added in pages 63
12 through 72 of this exhibit.)

13 (Whereupon, the documents referred to as FAA Exhibit 1 was
14 marked and received into evidence.)

15 Let's talk about -- we're getting ready to go -- getting
16 ready to go on the voyage, a little closure. You talked in your
17 testimony about that you all knew the weather was going to be bad,
18 you all knew the forecast was going to have -- you know, it's
19 going to be tough weather wise on the voyage. So, if you would,
20 tell us how you knew that? I mean, there were a lot of ways you
21 could get information like the marine VHF radio broadcast. Where
22 did you get all of your weather from? We've talked the Windy app,
23 so if you could just recount, take a moment and go over those --
24 everything you got the weather information from?

25 A. The primary one, like I said in my statement, when I was
shocked that we were actually leaving, was off the VHF. I could

1 hear it -- we could hear it talking. I'm sure you've heard it,
2 northwest winds blah, you know. That's what I heard Gary was
3 listening to, it was within ear shot and I heard it and I was
4 taken up -- I couldn't believe we have a full stack of gear on and
5 it's calling for heavy, freezing spray and 20 footers or more. I
6 can't remember right now the exact, but it was something to that
7 regard.

8 Personally, if I would've brought my inReach that was in my
9 hunting stuff back home but I couldn't find it in last minute
10 packing, I usually will request a -- just from my own peace of
11 mind, especially when we're working, kind of curious how I'm going
12 to dress for the day, I'll request a weather report from the
13 inReach. But I did not have that available to me because I did
14 not bring in with.

15 Q. And what's inReach? I haven't heard of that before.

16 A. It's a Garmin device where you can send satellite texts and
17 you can get satellite weather reports. Most -- there's a lot of
18 crew guys that carry them now that way you can send a text to your
19 loved ones back home when you're out on the water. And quite
20 frankly, if I would've had that with me, I probably would've
21 looked at that. There's an SOS button too that'll ping you.

22 Q. So, you'd gotten this information over the VHF radio and we
23 talked about some of the crew looked at the Windy app which would
24 show you the wind hours and the colors showing the intensity. Did
25 anybody use the internet capability of the boat to get a physical

1 weather broadcast?

2 A. No, I think it -- I never saw that, I would just say it was
3 the VHF. Gary may or may not have looked at the Windy app, I
4 don't know, and then his comment after that it's going to be
5 shitty when we leave here and then he said it's going to be shit
6 followed up by a lot more worse shit when we get out there or
7 something like that. I just remember that quotation, not exactly
8 quoted right now, but those were his words. Make sure
9 everything's down.

10 Q. Where were you? Were you in the wheelhouse?

11 A. Wheelhouse, yes, sir.

12 Q. Just before you left?

13 A. Yes.

14 Q. So, would this have been before -- you know, you're waiting
15 on the tide, at what point would you have overheard this? Like
16 six hours before you departed or, you know, earlier in the day?

17 A. This was probably -- this was a few hours before we departed.
18 The only reason we were waiting on the tide was to go out through
19 Whale's Pass to actually avoid a little bit of the weather and not
20 be in it right away and that's where the quote comes from, you
21 know. It's going to be a little shitty when we leave and a lot
22 shittier when we get out there, like, underway after we lose our
23 lead.

24 Q. A few hours before you got underway you had this
25 conversation. Was there any point while you were working on the

1 boat, getting coffee in the coffee mess, you know, before you were
2 stacking pots and working stuff, was there an earlier discussion
3 with anybody about the weather? Like somebody had gotten an
4 earlier weather report so they could see that the weather was
5 getting worse.

6 A. No, negative. When we were working it was just kind of one
7 of those things where we felt like we knew we were leaving at some
8 point within the next so many hours because we didn't stop. I
9 mean, it was just a constant go, get the boat stacked up so we can
10 leave.

11 Q. So, at what point -- like, this conversation with the captain
12 -- and I'll probably ask you about this later, but where did that
13 fit in to the pre-departure drill? Did you get the weather bad
14 news first about how bad it was going to be and then later on you
15 had your departure drill where you put on your -- you know Mr.
16 Gribble put on the survival suit and you talked about the safety
17 equipment? Or was the weather report after that?

18 A. If I can recall right, I believe I heard him listening to the
19 weather before and I heard him myself and that was enough for me,
20 like, just hearing it from the VHF. I was like wow, that's pretty
21 bad. And then, I believe, he ran us through the safety drills and
22 then came back in, and I believe he turned it on again and that's
23 when he said what he said to us about basically batten down the
24 hatches, tie everything, make sure everything was seaworthy, you
25 know, ready to go. We don't want stuff banging around on board.

1 Q. You mentioned in the previous interviews how hard you worked
2 and how hard the crew worked getting the boat ready. Did
3 everybody work as hard as you, or were you the new guy on the boat
4 that was doing, like, more scrambling over more securing the pots,
5 or was everybody on the deck crew -- were they all working that
6 hard?

7 A. Hour wise, yeah. Art, I didn't really see much of because he
8 was doing oil changes and whatever else he was doing. Brock was
9 welding on pots, and then I was responsible for just getting the
10 pots on board. And then, of course, you know, we had one guy quit
11 24 hours before we left, I think, maybe a little more than that.
12 So, that was one man down too, and so, yeah, the workload became a
13 little more.

14 Q. So, Art was pretty much devoted to taking care of the
15 engines, is that correct?

16 A. Yeah, he -- yeah, but he came out a couple times and tied a
17 few pots down and -- because I was asking him for direction on how
18 they like to -- you know, the best way to stack that particular
19 vessel, you know, each vessel stacks a little differently with
20 their gear. Excuse me. So, just like know, you know, how many
21 tiers or how we're putting them in there. Just, you know, a quick
22 interaction of how do you guys usually do this so I can do it the
23 way that you guys do it?

24 Q. So, during this time, you know, you're focused on -- you
25 know, you mentioned, I think, 20 hours a day working, did you know

1 if the captain stayed aboard the *Scandies Rose*? Like, once he
2 came aboard, did he stay aboard or did he sleep ashore?

3 A. No, he's got a house in town. No, he slept in his house in
4 town.

5 Q. So, when the guys told you how they configured the pot
6 stacks, did they say they always configured them so there were no
7 alleys? So, you know, we've seen photographs of different crab
8 boats that have had one or two alleys going (indiscernible) on the
9 main deck to get up there. Was it -- you don't do it that way on
10 this boat? You stack it with no alley?

11 A. I actually -- yeah, and I actually mentioned that too, I was
12 like you guys don't put an alley on here? You know, because if
13 it's really shitty out, it's not like you want every guy to climb
14 over an icy stack just to get back from the wheelhouse. And on
15 top of that, I mean, looking back now, you guys are looking for
16 suggestions, but especially on a (indiscernible) boat, stuff can
17 go really sideways when you're working too. And if you're at
18 forward and you've got a whole stack of gear in front of you to
19 get around, it would probably behoove for a boat like that to have
20 suits up forward in the forepeak as well, not just in the
21 wheelhouse, you know, another area.

22 Q. And did anybody say, like, that's the captain's way that he
23 wants it? Or, I mean, did Brock say this is the way I want it
24 because Brock was the deck boss when you were loading the pots?

25 A. No, it was just one of those, like, this is how we always do

1 it type of deal.

2 Q. Just to clarify, as you're getting ready to depart -- and I'm
3 getting to the end of these questions here on this particular
4 report, but did he talk about the late start and what it meant to
5 the boat and meant to fishing, like, the fact that you were later
6 starting out on the voyage than you had intended?

7 A. No, I just know the dates and then my past experience and
8 then I -- Dean, he was the only one that was able to get off the
9 vessel with me. He had mentioned that it sounded like there were
10 some heated conversations in the wheelhouse, but getting underway,
11 I didn't get particulars on it.

12 But for me, personally, I just know that the cod fishery,
13 when it starts, and the track record of how it had been trending
14 for the last few years. And like, the year prior I was actually
15 on a 58-footer and over 60's get to fish it's a whole different
16 quota for over 60. A few of the crew that we somehow talked to
17 were talking about how they were only able to get their gear out
18 there, dump their gear and make a trip on it and they had this
19 stack back out, they were done by the 6th. Like, they closed it
20 for over the 60's by the 6th, I believe I remember that date
21 correctly the year prior.

22 So, yeah, I mean, if you want to get a trip in to have catch
23 history -- catch record to show that you're actually actively
24 participating in the fishery in case they ever do rationalize it,
25 you need to get out there and make that trip before it closes and

1 there's no ifs, ands, or buts.

2 Q. So, after you get this -- after you -- we'll talk about the
3 drills in a minute, but after you get this second weather forecast
4 that confirms the worsening weather, did the captain try to
5 reassure you guys? I know you're all experienced fishermen,
6 right, there's no green horns on the boat. Did he try to reassure
7 you that you could handle the weather? Did he talk about -- and
8 I'll give you an example, like, did he say we're going to run out
9 there slower -- did he mention before you got underway, before the
10 watches were set, and before the drill was conducted and stuff,
11 did he reassure you by how he's going to handle the weather?

12 A. No, nothing like that. It was just -- he raised our lines
13 and off we go. It was -- I mean, we usually don't have that
14 conversation with the captain, you know, he's the head guy in
15 charge.

16 Q. I'm going to -- and this is my last question. So, I'm going
17 to ask Lieutenant Commander Comerford to move over to -- to put up
18 an image. This is an image that you'll see which is Shelikof
19 Strait into the west of the straits and there are a number of
20 places that could be potential points where a vessel could shelter
21 in the weather that you were experiencing. So, you'll see a blue
22 dotted line that runs from the northwest to the southeast and
23 that's kind of the exit to Shelikof Strait. And to the west of
24 that line, it's a known area of heavy ice forming, and then the
25 red arrows point to a bunch of potential anchorages, and the blue

1 arrow in lower, left corner indicates the direction of the
2 prevailing with that you experienced. (Note: Referenced image can be
found on page 65 of this exhibit)

3 Before you got underway, did anybody talk about places where
4 the vessel could hole up if icing got bad or the weather was
5 really bad so that they can shelter the boat? I could name those
6 areas there, but what I'm looking for is generally -- was there a
7 discussion about where the boat could hide in the weather if they
8 needed to before you left Kodiak?

9 A. No, sir.

10 MR. FAWCETT: All right, thank you. That's all I have for
11 now. The Captain's got a few more questions for you on a
12 different topic and then we'll move on.

13 CAPT CALLAGHAN: Thank you, Mr. Fawcett.

14 BY CAPT CALLAGHAN:

15 Q. So, one quick question to back on that last one regarding
16 shelter areas. So, regardless of whether or not it had been
17 discussed prior to getting underway, are any of those areas that
18 you may have experienced using in the past in your experience?

19 A. No, because usually most boats I've been on are either
20 leaving Seattle or where the boat's already in Dutch Harbor. So,
21 I haven't really travelled from Kodiak. I can think of one time a
22 long time ago, but that's been years ago, on a 58-footer, but we
23 didn't have any reason to hide.

24 Q. Thank you, I just wanted to clarify. So, I'm going to kind
25 of shift the discussion towards kind of the pre-departure drills

1 and training that you all did on board. And at one point during
2 testimony, we had heard someone tell us that the captain and his
3 son may have had personal locator beacons at some point or
4 potentially on board. Did that ever come up in discussions that
5 you're aware of?

6 A. No.

7 Q. Okay. So, in the drills, in the discussions that you guys --
8 for the training that you had, particularly with the EPIRB, was
9 there any discussion about taking the EPIRB out of the bracket and
10 someone bringing the EPIRB with them?

11 A. Nothing, like, set.

12 Q. Any discussion that it would be brought into the wheelhouse
13 in preparation for potential activation for abandoning the vessel?

14 A. No, and in our situation, that wasn't even -- when the boat
15 laid over it was like the snap of a finger. There wasn't like
16 we're taking water on or we've got a little bit of a list that's
17 slowly getting worse. It went from pretty normal to just bad
18 right away, so there's a heavy degree of -- it would be like just
19 rolling out there and coming back in, we're like all right, we've
20 got some time. There was not really any time for that. I mean,
21 Gary had once mentioned -- it was a joke, obviously, but he said
22 if you're ever looking for the EPIRB just look for me because I'll
23 be the one hanging onto it.

24 Q. Okay. So, from your recollection of being up on the bridge,
25 do you recall seeing the EPIRB at all?

1 A. Yeah, we brought it in the wheelhouse before we left and --

2 Q. Okay. So, to conduct the training it was brought into the
3 wheelhouse?

4 A. Yeah, and Gary flipped the switch on it and in my head I'm
5 thing there's an actual test function on there that lets you guys
6 know. But I've seen it before where guys do that switch and then
7 you get the call like your boat's sitting at the dock, are you
8 guys okay? But I just remember that no light ever blinked or came
9 on or anything, but he did say oh, shouldn't have turn that one
10 and then turned it right back off. But I never saw any confirming
11 lights that had activated for a second, so I don't know if it was
12 just too quick or maybe it wasn't functioning properly. I don't
13 know, that's all speculation, I guess.

14 Q. So, based on your experience, then, from work on other boats
15 and similar type drills, can you tell us did that experience in
16 the test of the EPIRB differ from what you had seen previous?

17 A. No -- I mean, yes, I guess. We -- most other boats I've been
18 on we walk outside -- well, it's usually real nice, too. Like,
19 that night we were doing it, the wind was howling, it was cold
20 out, and we wanted to bring it inside rather than us all sit
21 outside in the dark, too. But generally speaking, if you're the
22 new guy I'd be like well, I'm just going to walk around just to
23 point where things are, you know, walk up to where the EPIRB is or
24 where the life rafts are. But never, like, ran inside and dink
25 around with it.

1 Q. So, when you prepped for that training, did you happen to
2 witness Captain Cobban retrieving the EPIRB or was it already
3 located in the wheelhouse when the training was initiated?

4 A. No, he retrieved it. We all went outside. I know of
5 anything particularly at this point in time that actually grabbed
6 it off, but it was taken out of its holster and brought down.

7 Q. Okay. So, the next question I have for you, during the
8 follow up interviews following the incident and from previous
9 testimony, both you and Mr. Gribble had previously testified the
10 location of the EPIRB as being on the starboard side of the
11 vessel. Can you tell us, you know, how you both might've come to
12 the conclusion that it was on the starboard side?

13 A. Just everything happened so fast, I think we were just
14 thinking back on it, you know, if I saw a picture I would know and
15 would just point right at it. I think that was the first thing
16 that -- I don't know how I came up with that in my testimony. I
17 did physically see the EPIRB in the wheelhouse, so it did exist if
18 that's what we're questioning, if it was in existence or not. It
19 definitely --

20 Q. Sure. No, just -- as we looked at the testimony from the
21 both of you and just trying to look at where it may have played
22 into just decision making and activities after the vessel heeled
23 over. So, you know, if both of you -- just trying to get into
24 whether or not -- if the two of you had the EPIRB located on the
25 starboard side, if during that evacuation, the two of you getting

1 out of the port wheelhouse door, if it played into whether or not
2 you tried to locate it before abandoning ship?

3 Q. No, the only talk outside of doing anything -- well, I mean,
4 there was complete mayhem, but a lot of yelling inside for people
5 to get outside and then Dean did say oh, we should try -- maybe we
6 should try to get a raft, you know, rope loose. Then I told him
7 -- I remember I told him -- I said we're not getting up there,
8 that's not going to be -- I didn't say all these words in that
9 time, but my thought process was it's going to be more of a
10 hindrance -- or not hindrance, but just unsafe action to get hung
11 up in all the rigging up there and everything else.

12 And I don't know, I explained it best by talking about roofs.
13 If you've ever walked on a 3/12 pitch and you try to walk on a
14 12/12 pitch. But you can't walk on a 12/12 pitch because it's too
15 steep, especially if you have that suit on, it's not the best
16 traction or anything. The likelihood that you're going to get up
17 there is next to none and you're going to end up maybe in the
18 water on the other side of the boat. But the boat's actually
19 tipping too, so you might just get taken. I was just trying to
20 think of the best course of action for us which was just to
21 continue to follow the higher ground on the boat as it rolled,
22 just keep following it around.

23 Q. Sure. So, I'm going to ask Mr. Comerford to pull up another
24 image here. And so, this is kind of the report wheelhouse door
25 and then -- so as you came out that door, had you thought about

1 where the EPIRB was and had you thought about trying to locate the
2 EPIRB as the vessel was heeling over? (Note: Referenced image can be
3 A. No. When that door flew open and the wind hit my face all I
4 was thinking was, excuse my language, I'm going to fucking die,
5 this is it. I don't know what I'm doing, but I'm doing something.
6 There's no thought, it's just get your suit on and get outside.

7 CAPT CALLAGHAN: Okay, thank you, Mr. Lawler. That's my last
8 question for -- with that topic, so I'm going to turn it back to
9 Mr. Fawcett to talk about another topic.

10 Mr. Fawcett?
11 BY MR. FAWCETT:

12 Q. Yeah. We were asking about the EPIRB just -- I want to

13 reiterate that the captain did say during the training that the

14 EPIRB would be with him; is that was a correct statement?

15 A. Yeah, but it was a joke. It wasn't like an actual -- it was
16 a joke he was making. He was, you know, a witty guy, I guess, if
17 you knew him. He was basically saying that he was going to be the
18 one that has that because he's getting saved first is what -- I
19 can't remember how he stated it perfectly. But he did say that he
20 would be the one that has it so that he knows that rescue will
21 come to him. So, if you want to get rescued, you better find him
22 because where he's at, the EPIRB will be at.

23 Q. And the -- when the EPIRB came up -- like the subject in the
24 training of the EPIRB coming up, did he walk out and get it and
25 bring it into the wheelhouse? Or was it already, like, sitting on

1 the chart table?

2 A. No, we all walked outside of the hole and got it. We went up
3 to -- sorry -- look at the rafts first and then we got to the
4 EPIRB at some point in our walkaround and then brought it -- we
5 all came back inside with the EPIRB.

6 Q. And, you know, something -- yeah, something just came to
7 mind, in the stack -- there's a hatch in the stack on the
8 portside. If you're standing on the deck behind the wheelhouse,
9 there's, like, a scuttle to go inside the smokestack and it wasn't
10 in all of these images -- it wasn't on there and then in the
11 survey it wasn't on there. Do you remember seeing that scuttle
12 open to the stack when you were out there at any time?

13 A. That night, no, it was dark and so I didn't really notice
14 that and then I was actually surprised to see that in the
15 pictures, too. I wasn't even aware of its existence, honestly.

16 Q. So, we've asked you a lot of questions and also Mr. Gribble
17 about the navigation watches and so forth and there's a lot of
18 gaps that we have. And so, what I'd like you to do is just sit
19 there for a moment and now the captain is, I guess, going -- I'm
20 supposing that he's going to tell you about what you do when
21 you're underway standing in the navigation watch. So, if you can
22 tell us what he told you guys, when he told you, what his
23 expectations were, and I'll give you just some hints like was the
24 watch schedule put on a clip board about a standing order? So,
25 you've got the floor, just tell us about how that meeting went and

1 what he told you all to do?

2 A. There wasn't really a meeting of any sort. I mean, I think
3 like you had said before, there was no green horns on the boat,
4 you know, it's experienced guys. Everyone kind of knows their
5 role when they're at the wheel we knew where we're going. At the
6 time there was no gear out there, so we didn't have to worry about
7 dodging gear or getting line in the wheel or anything. But it was
8 on a piece of paper -- I think it was a smaller note pad or it
9 could've been a sticky note, I can't remember. It was something
10 smaller, not the full-sized notebook.

11 But it was just two-hour watches; I believe that was the time
12 -- two hours, yeah. And, you know, he might've wrote on there,
13 look at the engine room, even if he didn't, I still would've, so I
14 can't tell you if it was written on there or not because that's
15 something I'll always do. Just go down there and make a walk --
16 you know, make a pass down there and make sure nothing's off, no
17 water in the bilges or so forth. Even though I'm up here in here
18 on the boat, I look at the day tank, make sure that the fuel
19 level's good so we're not running out underway. Yeah. Can I
20 elaborate on anything else for you there?

21 Q. Yeah. So, in previous testimony, you and Mr. Gribble had
22 said that the captain said six hours and the rest of the crew
23 stood one-hour watches. And I know that you know, we try to get
24 all the evidence that we can and Mr. Gamby was saying that when he
25 was on the boat, that everybody stood and hour-and-a-half watches

1 and Art just worked in the engine room. So, based on both of your
2 previous testimony, are you pretty sure that the captain stood
3 six-hour watches and each of you remaining crew persons stood one-
4 hour watches? For example, you had the watch directly before Mr.
5 Gribble had it, is that correct?

6 A. Yes. I'm trying to think, it was, like, between an hour and
7 two hours and that's thinking back now. If I said an hour at the
8 time, that's definitely what it was because now it's hard to just
9 think back on how long was my watch that day. But I know for a
10 fact that Gary had the longer watch because there was that gap in
11 there -- I just remember seeing -- I know he sat out there longer.
12 That's his spot, right, he just sits up there and he would be on
13 the phone -- talking on the phone to people -- the tag phone. And
14 yeah, he took a longer watch than all of us did. It was probably
15 six to eight hours. Who knows, maybe -- I didn't keep track of
16 his time, maybe he decided he wanted to stay up there longer
17 sometimes, but it definitely was well over what everyone else was
18 watching.

19 Q. So, you followed Art as you previously testified? Do you
20 remember following Art on watch?

21 A. Art? No, I thought Art was on the list. I was pretty sure
22 that David was the one that wakes me up if I remember correctly.
23 I thought it was David.

24 Q. All right. And then, is there any -- can you -- as best you
25 can recall, can you tell us what were in the standing orders that

1 the captain had on the notepad?

2 A. It was, like, the hour, hour-and-a-half, somewhere around
3 there like you were saying. I believe it said something about
4 walking through the engine room and that was it. Yeah, there was
5 nothing -- there was no specific orders of any sort. Just doing
6 your general, basic watch.

7 Q. Was there anything on there about monitoring the weather? In
8 other words, did standing orders say you will monitor the radio
9 for marine weather?

10 A. Negative.

11 Q. Anything about when to wake the captain? In other words, was
12 there a note on there like if you have marine traffic, wake me up
13 or any ice begins to form, wake me up. Were there any, like,
14 instructions like that?

15 A. No, negative.

16 Q. Did he ever verbally tell you don't be afraid to wake me up
17 at any time?

18 A. No, but I mean, that's just kind of the standard. Everyone
19 knows you can wake the skipper up if you've got any questions.

20 Q. So, now we're moving into the watch, Captain Gary takes the
21 vessel out of -- after the tide changes, takes the vessel out
22 through Whale Pass and you guys start standing your watches. I'm
23 going to ask Lieutenant Commander Comerford, if he would, to bring
24 up the 3:00 a.m. marine weather forecast, which we've used as an
25 exhibit previously. But this talks about -- on the accident

1 morning at 3:13 a.m., gale warning through Wednesday, heavy,
2 freezing spray running tonight and Wednesday. When you came on
3 watch, how did you know what the weather was going to be? Did the
4 guy you relieved say hey, I listened to the weather forecast and
5 it's getting worse? Or did you turn on the radio and hear this
6 yourself? (Note: Referenced forecast/image can be found on page 67
of this exhibit.)

7 A. I didn't turn the radio on and hear that myself, I just stood
8 my watch. I mean, we were bucking into it, kind of quartering it,
9 I guess. That first initial check we got out and it was a little
10 shitty out, but not, like, quite what it was forecasted quite yet
11 and it just progressively got worse. So, Gary had stood another
12 watch after that before this all happened. What day is this?

13 This is the day after we departed?

14 Q. Yes, this would be the accident morning.

15 A. Yeah, I mean, I recall -- go ahead.

16 Q. No, you recall?

17 A. Hearing -- well, like, the today one, that was common
18 knowledge in Kodiak when we left. I mean, I believe it called for
19 shittier than that, honestly. But definitely -- I remember
20 hearing freezing spray on the VHF in the wheelhouse before we were
21 leaving and I thought it was more along the lines of 20-foot seas
22 and 30 to 40-knot winds. That, to me -- I thought that would stay
23 in the harbor because the whole stack of gear, like, that's just a
24 recipe for disaster. I mean, we've learned that over the years
25 from watching bad stuff happen.

1 Q. When you were on watch, did you hear -- did you -- I think
2 you answered it, but I just want to be clear if you heard a marine
3 weather forecast? Did you listen to any weather radio channels
4 specifically? Or did the Coast Guard make any broadcast that you
5 listened to and then switched over to 22 for the weather -- VHF
6 channel 22 or anything like that?

7 A. No, I was just monitoring the Coast Guard channel and then I
8 think -- I can't -- I don't want to say anything wrong, I just
9 don't remember correctly. But I'm going to go on a limb here and
10 if I remember correctly, the marine traffic channel was on there
11 too. But I can't remember back on exactly which ones were being
12 monitored. I know the at least Coast Guard one was being
13 monitored a hundred percent. I know I never heard the weather and
14 honestly, I knew it was going to be shitty anyways, right, so if
15 I'm going to listen to weather, it's probably going to get better,
16 hopefully.

17 Q. So, you interacted a little bit with the guy that you
18 relieved and the guy -- if I was you, I would have a guy that I
19 relieved and then a guy comes on and relieves me. Did any of you
20 and your -- the crew on the boat have discussion underway -- we
21 showed you that chart of where anchorages were, did you guys have
22 a conversation about maybe we could duck out of here and get out
23 of this weather, or turn around, or stop, or slow down? And I'm
24 talking about way before the accident, I'm talking about going
25 down the Shelikof Strait.

1 A. No, there was never a discussion. The only discussion I had
2 was my last watch with Dean and that was it and that was the
3 chains that we had put across the stack on the starboard side
4 where we leave an opening so you can have a visual down. You
5 can't see anything else, but you'll be able to see the bow from
6 the captain's chair. There was not as many pots there so that the
7 chains would actually come off the top tier and then come down to
8 the rail. So, there was nothing touching the chain to hold it, it
9 was just a tight line. But after my watch, you know, a little ice
10 had accumulated on it a little bit on the crab walk, nothing big.
11 But I left where those chains were sagging out a little bit even
12 though they were taut, but it was kind of sagging and I told Dean,
13 I go those chains are going to be a mother fucker to get off later
14 and we just kind of chuckled about it, you know. But it wasn't,
15 like, a dire situation like man, look at all that ice, it was just
16 that's going to be a pain in the ass.

17 Q. And when you saw ice on the crab walk and those observations
18 about the chain angle, that was your first watch after --

19 A. Second.

20 Q. The second? So, that would be on the morning or the
21 afternoon of the accident day? Like early in the morning?

22 A. I guess it would be, yeah. I mean, I was -- I thought it was
23 my -- it was maybe the second to last watch, then. But yeah, I
24 just remember -- that's all I remember, just that little blip of a
25 conversation.

1 Q. So, did any of your watch mates or the captain ever say
2 anything to you about -- from the captain's point of view like if
3 ice -- because you're going out in the freezing spray, did he say
4 if ice begins to form, do this, notify me immediately? Did he
5 give you a measurement? Did he say if more than an inch of ice
6 forms, don't hesitate to call me? Was there any kind of
7 instruction that you got from him or the crew persons that you
8 relieved?

9 A. No, negative.

10 Q. So, we think you were on watch -- and I know it's hard, it's
11 been a long time. But, you know, like, 6:00, 7:00 in the morning
12 of the accident day, that would've been one of your first watches.
13 Do you remember that morning, any ice on the boat? I think it
14 would've been the 6:00 to 7:00 timeframe.

15 A. Not that I recall or remember. I just know that the first I
16 saw was on those chains, like I told you, and it was daylight
17 then. I can give you that much. It was light out, it was not
18 dark when I ended up -- I just remember seeing that.

19 Q. So, we've estimated that daylight in your neck of the woods
20 on the boat, on that date would've been around 10:00 in the
21 morning. So, it would've been after that early morning watch
22 based on your daylight (indiscernible).

23 A. Right.

24 MR. FAWCETT: Commander, if you'll put up the image of the
25 clinometer? (NOTE: Referenced image is on pg 68 of this
exhibit.)

1 BY MR. FAWCETT:

2 Q. So, we worked really hard to find these images and it's
3 important in the testimony that Mr. Gribble talked about the
4 vessel heeling a couple of degrees and then later on, captain said
5 20 degrees. And this is a photograph taken by Mr. Jacobson on one
6 of his surveys that shows the active bulkhead of the *Scandies*
7 *Rose*. Do you recall looking at that device?

8 A. I mean, I saw it, but I didn't, like, monitor it. We were --
9 the boat was never handing to one side, right -- well, until it
10 did. But, I mean, you could watch that thing all day in a decent
11 amount of seas where the boat's heeling over but then righting
12 back -- you know, it's righting arm coming back and so forth. I
13 mean, the only time I would ever look at that out of concern would
14 be if the boat was not really acting like it was in response when
15 coming back to the righting arm.

16 Q. So, you saw that on the boat, do you think it worked? In
17 other words, if I don't mount that square with the -- in time with
18 the center line and if the pendulum won't swing, did you ever see
19 it appear to operate correctly when you were on the boat?

20 A. I mean, honestly, it's not something I even thought about to
21 make sure it was working correctly. I mean, you could see it
22 move, but yeah, no.

23 Q. And the next image I'm going to show you is another piece of
24 bridge equipment and once again, this is from Mr. Jacobson's
25 photographs -- Captain Jacobson's -- and this is the windspeed

1 gauge and at one point, Captain Cobban mentioned windspeeds at 60
2 to 70 knots. So, this is above the actual chart table, looking at
3 -- do you recall seeing that? (Note: Referenced image can be found
4 on page 69 of this exhibit.)

4 A. No, I couldn't think back to that right now. Actually, I was
5 -- I mean, it was right next to the radio, but I never monitored
6 it. So, I'm sure I saw it, but I never messed with it at all.

7 MR. FAWCETT: And then I just have a couple more questions.

8 If you could put up the image, if you would, of the vessel
9 track? (Note: Referenced image can be found on page 70 of
10 this exhibit.)

10 So, we've done exhaustive analysis of the vessel movements
11 based on the automatic identification system. And so, this is the
12 -- it's the other one, I think I might've just missed it. Okay,
13 this right here --

14 And if you could zoom in, Commander?

15 So, what you have is the *Scandies Rose* going down the track
16 and if you look where the brackets are --

17 Yeah, there you go. 1820 to 1920, this is the accident night
18 and based on our analysis, you might have been on watch. It's not
19 so much a --

20 Commander, in the box, just back where you were.

21 BY MR. FAWCETT:

22 Q. You see how the vessel begins to yaw on the track? Now, do
23 you have any idea -- when you were on watch, do you remember the
24 vessel, like, maybe going from 10 degrees off track to starboard
25 to port, to starboard to port during that last rocky set?

1 A. No, negative.

2 Q. No? Did you have to adjust the autopilot on the voyage when
3 -- you know, we're talking about the last watch, you said to
4 compensate for the seas because both you and Mr. Gribble said the
5 sea's height was increasing all the time?

6 A. Yeah, I believe I adjusted it a little bit on one of my
7 watches, if I remember right, just because of the way the swell
8 was coming in. It was not -- you know, it was pitching us pretty
9 hard and I like to usually try and give people some sleep and just
10 a small adjustment will help the ride substantially, you'd be
11 surprised. But, I mean, I can't tell you when that was, where we
12 were at, it's just something I would generally do as long as it's
13 not going to take us way off course. If it's just a small change
14 to help the way the vessel's cutting through the water then I'll
15 usually do something to that nature.

16 Q. So, when you were on watch, I don't know if you had a
17 conversation with Mr. Gribble, but did you have the ability, as
18 the guy standing the bridge watch, to slow the vessel down or
19 speed the vessel up based on, you know, the sea conditions? Could
20 you have pulled the throttle back to (indiscernible)?

21 A. Yeah, especially if we're taking peelers over the bow, you
22 know, we don't want to sit there and beat the shit out of the
23 boat. So, that was never -- we never were taking the right wave
24 to where it would constitute pulling back on the throttle because
25 they weren't, like, breaking over. We weren't making them -- no,

1 I just -- we weren't -- I had no reason to pull throttle back at
2 the time I was on watch. I guess that's my answer to that
3 question.

4 Q. So, the NTSB report, there's just one factor, they talked
5 about the ice accumulation at approximately one-and-a-half inches
6 per hour and six to 15 inches on the boat. Did you see any ice
7 accumulating on your very last watch anywhere near, like, an inch-
8 and-a-half an hour?

9 A. No. I mean, I would -- that's something I would recognize
10 and I would be concerned about. There was nothing like that and
11 there was no -- I've seen stanchions get -- go from being a three-
12 inch pipe to 16 inches around. I've never sank a boat, I've never
13 seen it, like, completely screw us over, but we could definitely
14 break it off.

15 MR. FAWCETT: So, Captain, the next section, if you would,
16 sir?

17 Thank you, very much.

18 MR. LAWLER: Yes, sir.

19 MR. FAWCETT: Do you need to take a break, sir, or are you
20 okay?

21 MR. LAWLER: No, I'm doing okay.

22 MR. FAWCETT: Because we're moving along very well and I
23 think we're in good shape from the Coast Guard side, so we have a
24 --

25 MR. LAWLER: No disrespect, I just assumed it was over with.

1 Was that --

2 BY CAPT CALLAGHAN:

3 Q. Right. So, again, appreciate -- really do appreciate your
4 time and the fact that you are -- really are providing us with a
5 lot of additional information. During the voyage, I know you
6 roomed with Mr. Gribble, but can you talk to us about the
7 interaction with the other crew? Did you all eat meals together
8 during the voyage?

9 A. No, unfortunately not. That was a little -- kind of a weird
10 dynamic that I had never experienced, usually -- especially when
11 you're underway, travelling a long distance have, like, a meal
12 together and everything else. The only thing I remember eating
13 that was warm cooked was pizzas Dave got from town and he put some
14 -- actually, no, he made sandwiches, too. He called them watch
15 sandwiches, I remember that. So -- but as far as, like, all of
16 them eating at the galley table, no, nothing ever happened. He
17 made sandwiches, left them on the counter by the sink and then at
18 another point in time, I ate a slice of pizza that was sitting on
19 the galley table downstairs.

20 Q. Okay. So, essentially it was -- interaction was just in
21 passing between watches or during the day when you'd be working
22 prior to departure. But once you departed, did you have
23 interaction with any of the crew besides Mr. Gribble and David,
24 who you were taking the watch from?

25 A. Sorry, my headphones died here, but I've got you on the

1 computer now. Let's see here. I mean, like, the first initial,
2 like, getting underway, I guess to Art a few times. But then
3 after that, like, when we kind of got into the main part of our
4 travel, honestly, I never saw anybody. Doors were always closed,
5 the state room was in -- I saw Dino (ph.) downstairs, you know,
6 and I know him so we sat there and bull shit a little bit. But
7 other than that, yeah -- nobody, I can't say that I had any
8 interaction with anybody, honestly.

9 Q. So, during any of your watches -- do you recall hearing the
10 captain up during any of your watches during that voyage?

11 A. No.

12 Q. So, just to take that one step further, at any time when --
13 during that voyage, do you recall seeing the captain when he
14 wasn't on watch?

15 A. No.

16 Q. Okay. I'm going to ask Mr. Comerford to pull up another
17 image here. And so, I'm just going to talk a little bit about
18 some of the testing that was done prior to -- and so, this is the
19 photo of Mr. Gribble holding up a urine sample. Do you happen to
20 know when this was taken? (Note: Referenced image can be found on
page 71 of this exhibit.)

21 A. That was the night that we left.

22 Q. So, do you remember how far in advanced prior to departure?

23 A. Oh boy, a few hours. I know that was one of the hinging
24 points was we had to send that to the office and we went up to the
25 office to give to Julia. So, I think he went up and faxed that

1 stuff through Ocean Beauty, I believe.

2 Q. Do you remember -- were you involved -- I'm sorry, what was
3 that?

4 A. Oh, he had to fax pre-contracts and so forth that evening as
5 well, I believe. So, go ahead, though.

6 Q. Do you know if anyone actually -- so, when the testing was
7 conducted on board like that, do you know if it was conducted
8 similar to how the DOT requirements? Was anyone witnessing the
9 testing?

10 A. No, it was just kind of -- really, it was more like a non-
11 formal -- I think Gary gave that to him and said go fill this up
12 and then brought that up to Gary, I believe, was all how that
13 worked. There was nothing specific about it. There was --
14 sometimes there would be someone that comes down to the boat to do
15 these, like in Dutch Harbor they got a guy that comes down. But
16 this was just dockside from Gary.

17 CAPT CALLAGHAN: Okay.

18 Thank you, Mr. Comerford, you can pull that down.

19 BY CAPT CALLAGHAN:

20 Q. So, Mr. Lawler, do you know why Mr. Gribble would've tested
21 positive for THC after he was rescued?

22 A. Yeah, I can give you the honest answer on that. He told --
23 because I know him, they were talking about it and he told Gary --
24 I think he even Julia that, you know, he had smoked marijuana back
25 home and that he wasn't going to be able to pass. He told her

1 that multiple times, he told me, he also told Gary that and then
2 when he got the pass -- you know, a wink and a nod pass because
3 Gary wants to go fishing, he was even surprised because he told
4 Julia that he was not going to -- he had just smoked weed down in
5 Seattle, you know, the day before we came up. So that, clearly,
6 as you probably know, stays in your system for quite some time.

7 It doesn't just go away, so that would be my assumption there as
8 why he tested positive. I never smelled any weed from him at all.

9 Q. Okay. Yeah, that was going to be my next question. Did you
10 ever see him smoke or ingest any while you were on board?

11 A. No, I just always smelled cigarettes around him and I didn't
12 tail him, so I don't know his business or, you know -- but he was
13 -- I remember the conversation that he talked about with telling
14 me about Julia because she said well, you can't do that. And he's
15 like well, then I'm not going to come up because I just smoked so
16 I wouldn't be able to pass the test right now and Gary assured him
17 that it was fine. So -- and I think even Dan Matson (ph.) had
18 confirmed that, too, about how with something smaller like that
19 they'll give the guy -- it's a trip across to go to Dutch and if
20 you don't test negative by then or whatever you're going to get
21 fired.

22 CAPT CALLAGHAN: Okay. All right, so as Mr. Fawcett kind of
23 said, we're kind of going through really well, so I appreciate
24 that. And we do have -- kind of to get into the last line of
25 questioning that we have for you, and so we're going to kind of

1 shift now from the voyage itself. We're going to shift kind of
2 towards abandonment and rescue stage. So, I'm going to ask Mr.
3 Comerford to pull up an image.

4 (Off the record)

5 (On the record)

6 BY CAPT CALLAGHAN:

7 Q. All right, so looking at this picture here, does this look
8 similar to the life raft equipment bag that you -- that was
9 located in the raft with you? (Note: Referenced image can be found
on page 72 of this exhibit.)

10 A. I believe it was yellow also, yes. But I couldn't tell you
11 if it was exactly the same. But similar the way it's rolled up at
12 the end, yeah.

13 Q. And you -- both you and Mr. Gribble had testified that a
14 number of flares were fired. Do you recall who fired the flares
15 off?

16 A. That was me.

17 Q. Okay, so you fired the flares?

18 A. Yeah.

19 Q. Do you remember what type of flares they were?

20 A. They were -- I'm trying to think now. I mean, they were --
21 it was not a flare gun, it was the sticks that -- I forget how you
22 deploy them. You pull on the ass of it and it will fire off at
23 the end, make sure you're point it the right direction.

24 Q. So, I get the -- oh, you're fine.

25 A. Go ahead.

1 Q. Were they all the rocket parachute type flares?

2 A. Yeah, but then there was a few that were the floating one
3 that just -- I don't know the technical term for it, but they just
4 sit there like a road flare essentially, right. And I had packed
5 three of those the hell away because all I could think of was it
6 was going to puncture the raft because all the sparks and
7 everything going. I was trying to hang it out as far as I could,
8 but the wind was blowing it right towards us so it was blowing it
9 back in, and so I -- we got rid of those.

10 Q. Do you recall how many of those you had and how many of the
11 rocket type you launched?

12 A. I believe there was, like, six rocket types and maybe, like,
13 two or three of those road flare types if I remember correctly.

14 Q. Okay, and all of them had been fired off?

15 A. Yeah.

16 Q. So, with -- to stay on the same subject and I know both you
17 and Mr. Gribble had talked to us about the difficulty of moving
18 around and using different items in those survival suits. Can you
19 talk to us about how difficult it was to fire the flares off with
20 those mittens on?

21 A. The flares weren't too bad as far as like -- I mean, you
22 don't utilize them, but getting into that bag was a son of a
23 bitch. And then, of course, the whole -- and I should probably
24 say this anyway so I'm not being a bitch about it, but the raft
25 was full of water so all the shit came piling out. And the

1 flares, you know, they don't float so they would sink to the
2 bottom and we'd try and, like, reach down there and get shit out.
3 I don't know.

4 Q. So, to talk about the survival suits a little bit more. Do
5 you recall there being lights on the survival suits?

6 A. Yeah, there was lights. Dean's still was on, mine was ripped
7 off in the -- my suits here, but you can see how it ripped through
8 the neoprene that holds the bladder because it was on the front
9 there and then it's ripped through. I think that was just from
10 scrambling, trying to get out, it ripped off.

11 Q. And then Mr. Gribble had talked about the lights in the raft
12 and had mentioned that they had gone out in a fairly short period
13 of time. Can you talk about that scenario, what light in
14 particular had gone out?

15 A. Well, the canopy light.

16 Q. And so, was that the interior canopy light that you're
17 referring to?

18 A. Well, I mean, you could see it illuminated through the top,
19 right, and I believe it's the one that you can locate us with.
20 The one, like -- the same one I can see on the other raft, you
21 know, whenever -- however far away it was bobbing in the swell.
22 That's the same light that went out on ours. So, our raft
23 would've looked dark to a helicopter if I wouldn't have had the
24 flashlight. I mean, they might've been able to pick up a heat
25 signature or something.

1 CAPT CALLAGHAN: All right. I'm going to turn it over to Mr.
2 Fawcett, he's got a few additional questions. But thank you very
3 much.

4 BY MR. FAWCETT:

5 Q. Mr. Lawler, the canopy light the captain asked about, was it
6 a blinking light or a steady light?

7 A. A steady light.

8 Q. A steady light? And when you mentioned that the life raft
9 equipment bag was hard to get into, are you talking about where it
10 was or how you opened it?

11 A. How you opened it.

12 Q. And when you reached in there, how long did it take you to
13 find the flashlight -- the handheld flashlight? Was it right
14 there in the top of the bag or in the -- sort of the first pile
15 equipment?

16 A. It's hard to really recall, but I feel like everything was
17 just kind of mixed in there, like, no rhyme or reason, it was just
18 all kind of packed in. Yeah, (indiscernible).

19 Q. So, it was not, like, the first thing you were able to grab?

20 A. I don't believe so.

21 Q. So, I want to take you back to a moment where you're on the
22 vessel, and you're off watch, and Mr. Gribble has relieved you,
23 and then he gets relieved. Were you awake the whole time from the
24 time you went below to your room and then later on Mr. Gribble
25 came in that night and -- came into the room, were you awake that

1 whole time?

2 A. I think I nodded off a little bit, but I -- in and out of a
3 movie and then I started another movie as soon as he came down
4 because he had movies on his computer so I was able to have him
5 transfer it to me.

6 Q. And did you feel any degree of the vessel beginning to list
7 at any time? So, Dean comes down -- Mr. Gribble comes down into
8 the cabin with you, you're maybe talking, watching a movie, did
9 you see anything that would indicate the vessel beginning -- you
10 know, we're trying to get a handle on how it went from two degrees
11 to 20 degrees.

12 A. Yeah --

13 Q. Did you see, like, a gradual shift?

14 A. No, not at all and that's the crazy thing. It was -- I'm
15 high enough up, we were second tier on there -- I mean, I'm not
16 saying I know everything or whatever else, but I just -- when I
17 left boats, even my boat -- or I can -- you can feel when you're
18 not trim. You're not -- you know, something's not right, you've
19 got too much fuel on one side or -- it's minute, too, like with --
20 you just feel it. I never really felt that in my bunk, like, you
21 could just feel like it was rolling -- you know, favoring one
22 weight of your body on one side of your shoulder because you're
23 kind of leaning or the boat's not coming back.

24 The only thing I noticed in my rack -- and I said it to Dean,
25 too, I said that just sounds funny, like, it was just --

1 something's off by that. We would cut through the waves and we
2 would come down and the whole boat would -- it felt like there was
3 slapping inside, so we're slap and just a shudder. But I was
4 like, you know, maybe it's just this boat, you know, it rides
5 funny. But now that I think about it, it's like that's the
6 feeling that you would have with a flag tank of some sort.

7 But I don't know, that's all speculation. So, I never -- to
8 answer your question, no, the list, that was a hundred percent
9 from -- to me, what felt like nothing to -- it jarred me in my
10 bunk to where it threw me to the one side, like, all of a sudden.
11 It wasn't like the gradual like you were saying, I thought we were
12 turning around to go to town or something or somewhere, that's
13 what it felt like. It felt like we went hard over on the wheel
14 and -- you know, like, on the sand where you'll really feel that
15 with that boom up like that. It'll dig in heeled over and then it
16 will right back up, but it never came back, it was just downhill.

17 Q. So, the phone call that captain made, you know, to one of his
18 colleagues, he was talking about initially it was 20 degrees and
19 then in another conversation it had gotten a lot worse. So, at no
20 point -- to your recollection, do you recall the vessel being, for
21 a time, at a 20-degree-angle and then all of a sudden at some
22 later time it gets knocked down? And that's when you exited the
23 cabin and you knew you had an emergency. So, at any point did you
24 feel a hang at 20 degrees?

25 A. No, but I was also -- I was -- I had fallen -- I had just

1 finished up -- Dean came down, I got that movie, like I said, it
2 was (indiscernible) and I watched that all the way up until, like,
3 the end and then I started to nod off. I had a -- I don't want to
4 give you the detail of that, but I had a creepy dream that was on
5 the boat and then I woke up to pure mayhem. That was like --
6 almost like my mind was letting me know that something bad was
7 about to happen in my sleep. I don't know -- yeah --

8 Q. So, I just want to clarify, you mentioned when the captain
9 asked you -- our captain asked you about the drug testing for Mr.
10 Gribble.

11 A. Yeah.

12 Q. You mentioned, I think, a wink and a nod, he had said that he
13 had smoked marijuana previously. Was the drug test negative?

14 A. I don't --

15 Q. The actual drug test?

16 A. I don't -- I couldn't say yes or no because it -- I mean, it
17 looked like it in the picture, but it just -- I don't know what
18 defines a negative test on there usually. I've never -- I don't
19 have the profession to know that, I guess.

20 Q. Did anyone bring drugs on board the vessel, and by drugs, I
21 mean dangerous or controlled substances of any kind that you're
22 aware of?

23 A. Not that I'm aware of. I mean, I don't know a lot of guys
24 that were on there, you know, personally, their personal habits.
25 I mean, you hear stories and stuff of people, but nothing that I

1 was ever visually able to see and that I was made aware of from
2 anybody.

3 MR. FAWCETT: Thank you, sir, that's the questions I have.
4 Captain?

5 CAPT CALLAGHAN: Thank you, Mr. Fawcett.

6 So, this -- that concludes the formal questions that we had
7 for you at the moment. What I'd like to do is take a five-minute
8 recess quick to make sure we have nothing else for you and then
9 open it up to you after that. So, we're going to go ahead -- it's
10 11:05 -- take a five-minute recess and we'll come back into
11 session at 11:10.

12 MR. LAWLER: Okay.

13 (Off the record at 11:05 a.m.)

14 (On the record at 11:10 a.m.)

15 CAPT CALLAGHAN: Recording back up.

16 BY CAPT CALLAGHAN:

17 Q. I just have a couple follow-on questions for you, sir. We're
18 going to go back to kind of the setup -- when you talked about
19 setting up the stack prior to departure, you talked about
20 interacting with Art a couple times during the setup. Can you try
21 and talk to us a little more specifically on who may have kind of
22 given you the instruction on exactly how the setup was going to
23 be? Was there anyone in particular that talked to you about the
24 fact that there was no alley ways used on board?

25 A. It was Art and -- collaboration between Art and Brock because

1 they'd been on the boat for a bit of time and I had mentioned the
2 alley way thing and they said we just don't put one on this boat.
3 So, that's all I got out of that, it was pretty uneventful after.
4 But I said all right, if that's what you want me to do, that's
5 what I'll do.

6 Q. Okay, and then to follow up, you had talked a little bit
7 about an observation of the stack while you were standing watch
8 and kind of the chain that you were using as a reference point.
9 Can you talk about -- just try to discern at what point you may
10 have had that conversation with Dean regarding the ice buildup on
11 there and how it was going to cause some trouble getting those
12 chains off later? Anyway, you can try to recall a little more --
13 that was as you were handing over the watch in the morning or
14 maybe in the evening watch?

15 A. It was daylight out, that's all I remember on that. So, I'm
16 not -- I don't want to say anything wrong there, but it was
17 daylight and it was right when I was handing it off.

18 Q. Okay. And do you have -- the last question I have for you is
19 the arrival into -- do you still have any of the ticket
20 information from when you arrived into Kodiak?

21 A. No, because that would've all gone down with the vessel.

22 Q. Okay.

23 A. I think you might be able to get that from Julia, maybe,
24 because I think --

25 CAPT CALLAGHAN: Yeah, we'll follow with --

1 Mr. Barcott, we'll follow up with you to see if -- from the
2 company side if that has been provided or if that's something that
3 we can try and locate.

4 Okay, sir, so that's all the questions we have at the moment.
5 But we want to take the opportunity to provide an opportunity for
6 the parties in interest to ask any additional questions as well.
7 So, we'll start --

8 Mr. Barcott, any questions from you, sir?

9 MR. BARCOTT: Thank you, Captain.

10 Thank you, Mr. Lawler.

11 And no, I don't have any questions, thank you.

12 CAPT CALLAGHAN: All right, thank you, Mr. Barcott.

13 Mr. Stacy, any questions from you, sir?

14 MR. STACEY: Captain, no questions from us, thank you.

15 CAPT CALLAGHAN: Thank you, Mr. Stacy.

16 So, Mr. Lawler, at this time, I just want to provide you the
17 opportunity if there's anything additional that maybe you'd like
18 -- maybe we didn't cover in this session previous that you'd like
19 to pass to us as we try and complete the report here.

20 MR. LAWLER: Any information or suggestions is what you're
21 asking me?

22 CAPT CALLAGHAN: Either.

23 MR. LAWLER: I mean, I have a list of stuff I'm making and I
24 was going to send that to you personally. But you did touch on
25 something today that could be a potential help later. We were

1 talking about the righting arm of the boat, you know, every boat
2 reacts differently and has a certain amount of time that it can
3 hang before it's supposed to come back. They have thing called
4 the murphy switch that, you know, could be implemented into the
5 boat where if the boat hangs from one side for too long and it's
6 not coming back, that will sound a general alarm -- or an alarm.
7 You know, maybe there an inexperienced crew that doesn't know to
8 notify people or wake people, but that could definitely give the
9 few extra seconds that some people might need to get out when they
10 need to.

11 I got lots of little ideas and things, I mean, lightings and
12 other things for -- like the rafts, for instance, I mean, that was
13 the basic -- well, I don't even this it was an LED bulb, honestly,
14 that was in those things. We've come so far now that they make --
15 those rafts should be lit up like a UFO out there with the strip
16 lighting -- LED strips that they sell now that can be sewed into
17 that stuff. There's just a lot of things that can definitely be
18 improved on. There's been enough time that's gone by, enough
19 accidents that have happened that can definitely have been learned
20 form and actually proactively change some things for the future.
21 I'll send that over to you when I get the chance.

22 CAPT CALLAGHAN: Sure. So -- and we appreciate that and so
23 what I would ask is -- just appreciate all the information you've
24 provided. Not just today, but in those conversations and previous
25 recommendations. You know, as having someone -- being someone

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1 who's gone through it, the information that you can provide us is
2 really the best information we can possibly use to make -- for the
3 recommendations as we move forward. What I would ask is, you
4 know, kind of ask for you to consider really trying to get that
5 stuff down on paper or in an email to us in the next week or two
6 as we are really trying to make a lot of progress here, fill in
7 the gaps in our report, and trying to get this completed in a
8 timely fashion. So, having that information ahead of time will
9 certainly do us all well and not have us try to put that
10 information in later. So, if we could ask just -- you know,
11 within the next week or two if you could send that to us.

12 MR. LAWLER: Yes, sir.

13 BY CAPT CALLAGHAN:

14 Q. I did have one -- so, you kind of mentioned -- one follow-on
15 question for you. We talked about the alarms, you had mentioned
16 that your thought process was that it was an oil pressure alarm or
17 something similar. Any -- like, at any point was the general
18 alarm tested on board prior to the voyage?

19 A. Yeah, it was. It was pulled just to -- so, everyone knows
20 what it sounds like.

21 Q. Okay. And just to be clear, so the alarms that we heard in
22 the audio sections during the mayday call, were those similar to
23 -- in nature to the general alarm?

24 A. Yeah, I mean, that's -- if I remember back, that's what --
25 about what it would sound like too. But it was not pulled -- Gary

1 never pulled it. I was the first one up in the wheelhouse to ask
2 him what was going on and he was just spun, he didn't know -- the
3 alarm was never going off. It didn't go off until I was outside
4 and then Dean came after me. And it -- like I said, you know,
5 when the boat starts heeling that much, it's typically the oil
6 just going somewhere it shouldn't be and it's -- you know, the
7 engines are turning sideways and it's not picking up the oil. So,
8 loss of pressure, it's going to send that for a loop and you can
9 tell by the way that the black smoke was coming out of the stacks,
10 just billowing out of it before they died and then the boat went
11 dark.

12 CAPT CALLAGHAN: All right. Thank you, Mr. Lawler. At this
13 time, I have no more questions and really, again, I appreciate
14 your time. I know it's been a while since we did the hearing and,
15 you know, I really appreciate time and answer the questions for us
16 today. It really helps fill in some of the gaps we had and some
17 of the questions we had based on previous testimony from all the
18 witnesses. So, I really appreciate that and we continue to do our
19 best to make this the most thorough investigation and report that
20 we can, and all the information that we can add from this will
21 greatly improve that. So, thank you. As always, if you have any
22 questions, please don't hesitate to reach out to us.

23 And same with parties of interest, if you have questions,
24 please don't hesitate to reach out to us. As we said, this will
25 be -- interview will be turned into a transcript through the

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1 National Transportation Safety Board and that transcript will be
2 added to the record as an exhibit. So, if there are no further
3 questions at this time --

4 Again, Mr. Lawler, just want to thank you and unless you have
5 any other questions, sir, this will conclude our interview session
6 today.

7 MR. LAWLER: Yeah, negative, no further questions from me.

8 CAPT CALLAGHAN: Thank you very much, sir. This now
9 concludes our interview. The time is 11:24, Pacific Coast Time on
10 August 30th, 2021.

11 MR. LAWLER: Thank you.

12 (Whereupon, the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CAPSIZING OF THE *SCANDIES ROSE*
 F/V NEAR SUTWIK ISLAND, ALASKA
 ON DECEMBER 31, 2019
 Interview of John Lawler

ACCIDENT NO.: DCA20FM009

PLACE: Via Zoom

DATE: August 30, 2021

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



Carolyn Hanna
Transcriber

No part of a report of a marine casualty investigation shall be admissible as evidence in any civil or administrative proceeding, other than an administrative proceeding initiated by the United States. 46 U.S.C. §6308.

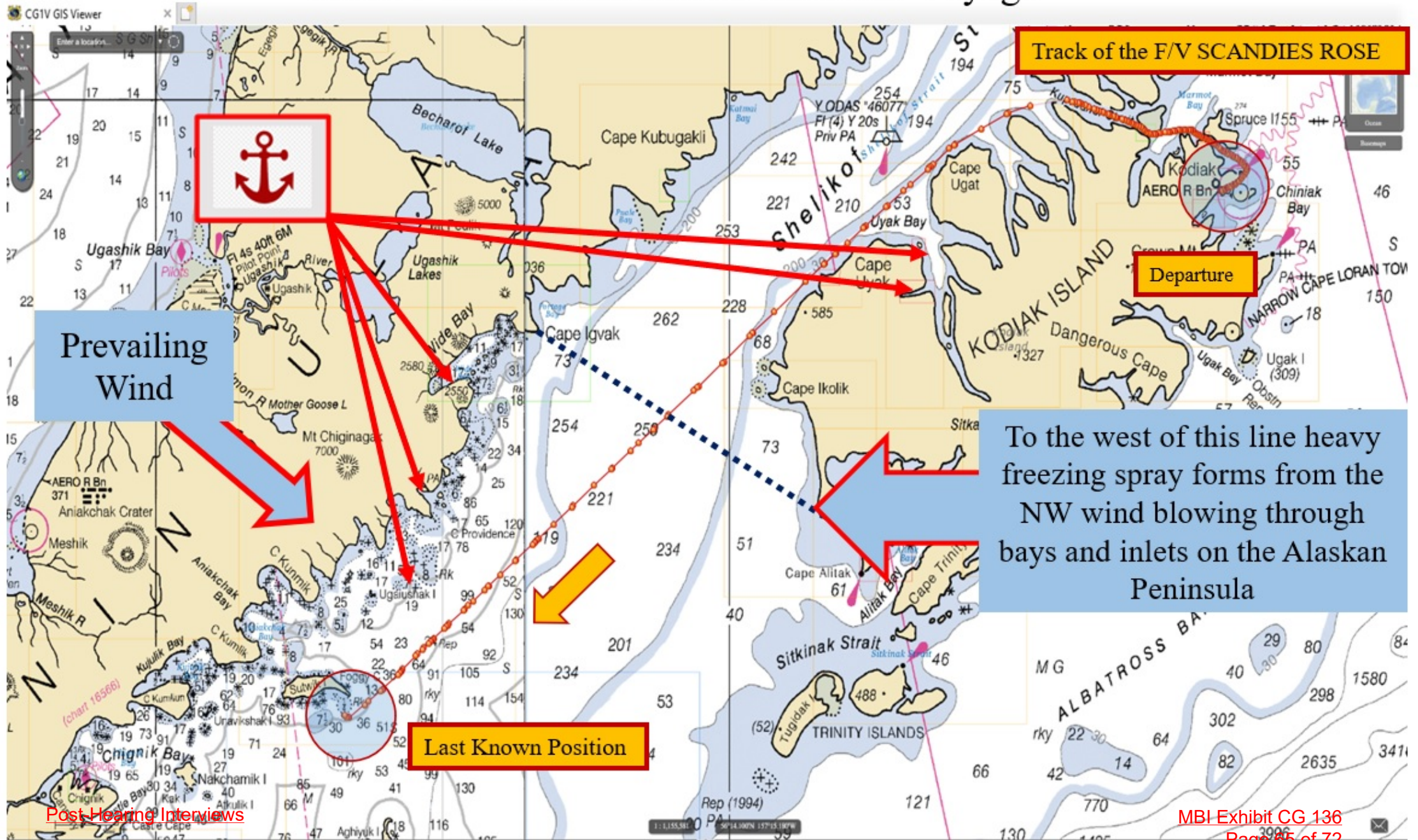


**DSC Alert
Buttons**

Post-Hearing Interviews

MBI Exhibit CG_136
Looking towards the bow
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Potential Anchorages or Safe Havens for the F/V SCANDIES ROSE Accident Voyage



Track of the F/V SCANDIES ROSE

Departure

Prevailing Wind

To the west of this line heavy freezing spray forms from the NW wind blowing through bays and inlets on the Alaskan Peninsula

Last Known Position

Post Hearing Interviews

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PKZ150-010045-

South of the AK Peninsula Sitkinak to Castle Cape-

313 AM AKST Tue Dec 31 2019

...GALE WARNING THROUGH WEDNESDAY...

...HEAVY FREEZING SPRAY WARNING TONIGHT AND WEDNESDAY...

.TODAY...W wind 30 kt becoming NW 40 kt in the afternoon. Seas 17 ft. Freezing spray.

.TONIGHT...NW wind 45 kt. Seas 21 ft. Heavy freezing spray. Snow showers.

.WED...W wind 45 kt. Seas 21 ft. Heavy freezing spray. Snow showers.

.WED NIGHT...W wind 40 kt. Seas 16 ft.

.THU...NW wind 30 kt. Seas 12 ft.

.FRI THROUGH SAT...NW wind 30 kt. Seas 8 ft.

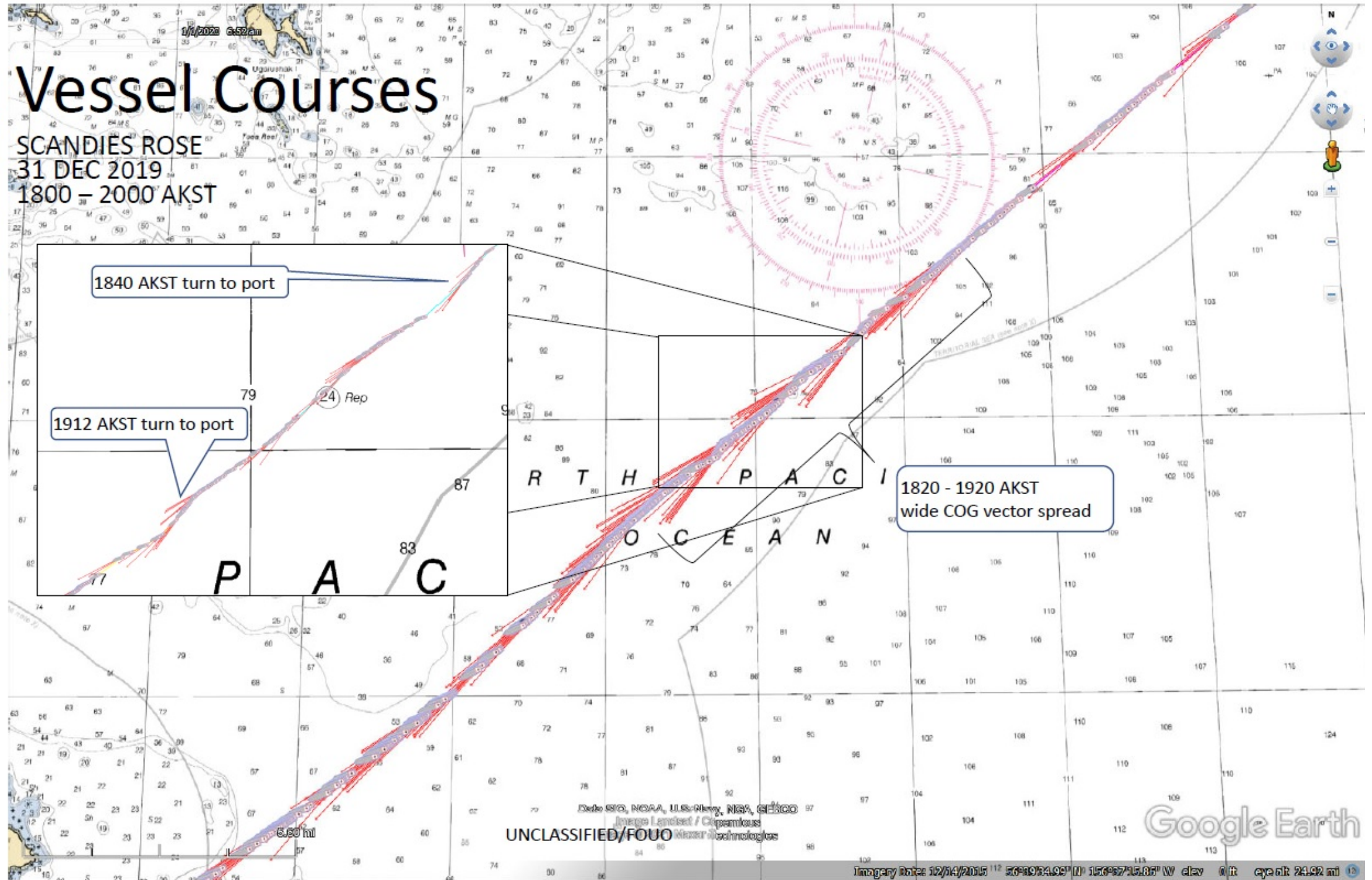
MBI Exhibit CG 136

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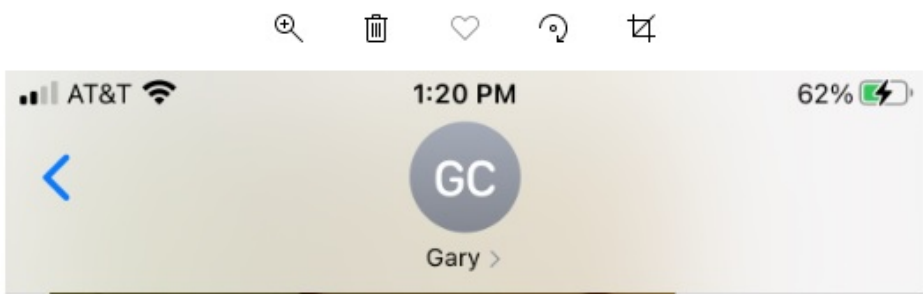
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- Legend
- Captain
- Mr. Rosseau-Gano
- Mr. Rainey
- Mr. Ganacias
- Mr. Cobban
- Mr. Lawler
- Mr. Gribble



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All negative

Perfect!!!!

MBI Exhibit CG 136
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MBI Exhibit CG 136

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