

Evan W. Jones-Toscano

92314

U.S.C.G. Merchant Mariner Credential
#

9-29-2019

To whom it may concern:

I voluntarily submit the following statement regarding my association with Captain Jerry Boylan and my experience on the M/V Conception, a motor vessel owned by Truth Aquatics. Inc.

I currently work as a small boat operator for Ventura Dive and Sports, Inc., a local dive shop in Ventura Harbor, aboard their 47-foot day-charter (M/V Raptor) "dive" vessel. I also volunteer with Channel Islands National Park, in the division of transportation as a deckhand/second captain. Channel Islands National Park maintains a small fleet of near-coastal vessels including a 100-foot crew boat (M/V Ocean Ranger), a 57-foot research vessel (M/V Sea Ranger) and a 65-foot LCM landing craft (M/V Surf Ranger).

Becoming a small boat operator with a 100-ton merchant mariner credential was a second career for me. I retired in 2014 from the Department of Interior, National Park Service (NPS) after 31 years of service. Twenty-six of those years were as a commissioned law enforcement park ranger, with the last 10 years as a Chief Ranger. During the latter part of my law enforcement career, I was assigned to a Serious Accident Investigation Team (SAIT). This internal team was tasked with investigating the casual factors that often contribute to an accidental death of an employee(s) while in-service. When I retired from the NPS, I was a lead investigator with this team.

More recently, I worked on the M/V Conception as a Second Captain for one chartered tour beginning August 26, 2019 through August 28, 2019. During this charter, I worked directly under the supervision of Captain Jerry Boylan and was assigned to work closely with First Deck Milton French and Second Deck Allie Kurtz. I had limited contact with First Galley Ryan Sims and Second Galley Mikey Kohls.

My initial contact with Captain Boylan was by cellular telephone on Friday, August 23, 2019 to briefly introduce myself and get his permission and instructions to board the M/V Conception the

night before departure. The M/V Conception was scheduled to depart Santa Barbara Harbor at 0400 on Monday, August 26, 2019.

During this call, Captain Jerry Boylan described my primary duties as managing the deck and catering to the needs of passengers aboard the vessel during a 3-day Northern Channel Islands charter. He further described the passengers as non-divers (a group of water-color artist) more interested in painting, kayaking, snorkeling, and day-hiking on the islands.

As a new employee working for Truth Aquatics, Inc. and this being my first tour aboard the M/V Conception, I approached my job observantly by listening, learning and following the Captain's directives.

From the moment I woke up Monday morning at 0300, Captain Jerry Boylan instructed First Deck Milton French to give me and Second Deck Allie Kurtz, who was also beginning her first tour as a new deckhand, an orientation of the vessel prior to departure.

As soon as I stepped back into the wheelhouse, Captain Jerry Boylan initiated an orientation to the controls and electronics commonly found in a wheelhouse. Including VHF radio, toggle-steering control, transmission and throttle controls, rudder-angle display, Detroit diesel digital displays, auto-pilot, radar, chart-plotter, and "Marine Dispatch" radio system. By 0700, I was taking my first wheel-watch while heading to San Miguel Island. During my watch, Captain Jerry Boylan decided to change course and head directly to Santa Rosa Island due to seascape conditions. He did so to avoid an unsafe scenario at San Miguel Island by exposing passengers to a "wet landing" in the skiff.

Once at anchor in Becher's Bay, Captain Jerry Boylan asked me to give our passengers the USCG-required safety briefing and general orientation to the vessel. I used a detailed briefing sheet he provided. In hind-sight, this was just another learning opportunity for me to become familiar with the standard operating procedures and safety equipment on the vessel. As it turned out, it became a joint effort between myself, Captain Jerry Boylan and First Galley Ryan Sims explaining the daily schedule, meal plan, location of safety equipment throughout the vessel, areas open to passengers, safe practices aboard the vessel, and possible activities during our 3-day trip.

Knowing I was a retired National Park ranger, Captain Jerry Boylan asked me to take charge of the passengers wanting to go ashore for the day on the islands. After he defined his expectations, he set me loose to coordinate the shore activities with the group leader.

Late Monday night, I woke up to use the head. It was approximately 0100 in the morning. I discovered Second Galley Mikey Kohls still working in the galley. He was washing (sanitizing) the last of the generic boat cups for the passengers. He told me it was not uncommon for him to stay up late to finish cleaning the galley and prepping food for the next day's breakfast. We

spoke for about 20 minutes about the galley operations before I went back to my bunk in the wheelhouse.

On the second day of our charter, while anchored in Pratt's Harbor, First Deck Milton French, Second Deck Allie Kurtz, and I practiced MOB retrieval from the bow of the vessel using a throw-tube attached to a polypropylene line. This simple retrieval system was kept in a plastic crate along with a boogie-board nearby.

I learned most other deck procedures by either watching (example: anchoring bow and stern anchor), or assisting directly with a task (example: deploying or retrieving skiff from the swim step). In either case, Captain Jerry Boylan was always watching and providing directions when needed.

On the last day our charter, I again was asked to do a wheel-watch from Prisoner's Harbor, Santa Cruz Island, to a point one nautical mile from the entrance to Santa Barbara Harbor. Again, Captain Jerry Boylan double-checked to make sure I understood the controls and electronics and emphasized that if I encountered a problem, simply call him. The crossing was uneventful.

As we approached the harbor entrance, Captain Jerry Boylan explained his procedures for disembarking passengers and their gear, then once cleared, moving over to the fuel dock to top off both diesel tanks. Once we returned to our slip, First Deck Milton French took the initiative to instruct both Second Deck Allie Kurtz and I in cleaning and restocking the vessel for the next charter, which would begin early Saturday morning, August 31st.

Prior to taking this assignment, I was forewarned by two other boat captains I work closely with that Captain Jerry Boylan could be difficult to work for and that he sets high expectations aboard his vessel. It did not take long for me to realize that his demeanor appeared "rough as an old salt" but that his message was consistent, always emphasizing safety and efficiency.

When I departed the M/V Conception late Wednesday night, August 28th, I was looking forward to my next charter with Captain Jerry Boylan and crew. In the three days aboard the M/V Conception, I developed an appreciation and respect for the way Captain Jerry Boylan and crew ran their "tight ship". Based on my personal observations, Captain Jerry Boylan always acted professional in his interaction with both passengers and his crew.

Sincerely,

Evan W. Jones-Toscano
USCG 100-ton Master

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