My name is Jim Schuck. I am 59½ years old and have been on or around the ocean all my life. My father had six boats as I was growing up, the last being a 40' charter boat, Fly Boy II, a tuna a marlin open ocean charter boat. I was a deckhand for many years. At the age of 15 I was allowed to operate the boat solo to get fuel.

In 1960 I started surfing as I lived on the water. I was an active surfer for 30 years, with hundred of hours looking at swells and waves.

After high school and going to college I learned to fly from my father who was a airline pilot for TWA. At the age of 21 I also went to work for TWA as a pilot. I flew jet aircraft from 1969 to 1999, 30 years. I have 18 thousand hours as an operating crewmember and I am Type-Rated AS CAPTAIN on the DC9, MD80, 707, 747.

From 1972 TO 1994 I lived on the Hollister Ranch in southern Calif; with a

a house with a view of Government Bay at Pt. Compton CA, where I could watch the Ocean and surf condition from my livery room, I have been living and fishing in Oregon for 15 years and have a 50 Ton master license. This is my fourth year as a charter boat Captains and have 176 days on the ocean and have watch the ocean at Winchester Bay for the last six years.

On Monday the 19 of Septemb I returned to Winchester Bay from my home in the Eugene area. At about 1645 hours I went to the lighthouse to check out the ocean. I was surprised to see a very bad bar with a big southwest swell with big breaking surf between the N + S jetties about 1/4 mile out.

I knew that Capt. OBA was on the ocean somewhere. At about 1700 hour I tried to call Capt. OBA by phone. I was unabl to contact him. I wanted to give him a heads up on the ocean conditions. I then called his wifes office phone

and left a message for Capt. OBA to call me when in range.

I returned home to eat, and returned to the lighthouse and watched the ocean until sunset (about 1/2 hrs). I noticed the groundswell had gone down a little, but the South hole was still bad.

CAPT. OBA wife called me and said CAPT OBA had tried to call me and would I call him. At about 1900 hrs I called Capt OBA on my cell phone. He was 9 miles NW returning to Winchester Bay, I informed him that the Bar was closed to all Rec and uninspected vessels.

Capt. OBA called back about 1930 hrs when he was about 4 miles out and asked me to go the Coast Guard station and talk to the cockswain on duty and ask if the restrictions might change with the flood Tide. The cockswain told me in very certain terms that the south hole is dangerous and

for Capt. OBA to go to Coos Bay.

At 1945 hrs I called Capt. OBA on the cell phone and told him the Bar was closed and would not be opened for him and I would be able to pick him and his passengers up at Coos Bay. Capt OBA told me that he would not cross the bar if it was not open for fear of losing his license. We agreed that he would call me back with an ETA for Coos Bay.

I returned home to make a pot of coffee for the drive to Coos Bay. At home I was listening to VHF on scan and heard Sully Guide service talking to the Coast Guard about a strobe light in the water south of the south jetty. I went back to lighthouse about 2030 hrs. At the lighthouse I was told by other charter boat captains that they heard a loud crashing noise a few

minutes before and feared that Sydney Mae II had hit the jetty. Capt. OBA wife arrived at the light house and Saul Richard was going to Coos Bay and could not have hit the breakwater. After some time the Coast Guard arrived on scene. The Coast Guard reported debris in the water. CAPT OBAs wife asked me to take her to South Beach to start a search for survivors. We both had handheld VHF radios and monitored the ocean and beach search. A motorlife boat reported pulling Capt. OBA and one other from the sea. Fog was setting in and we returned to the Coast Guard station. Capt. OBA wife was able to give information of passengers name and contact phone numbers. Then Capt. OBA and Jim Parker, who ALSO is a friend of mine were brought to Umpqua Coast Guard Station to be transported to Reedsport

I stayed with her. She was able to talk with Capt. OBA after an hour or so. Capt. OBA's wife came out to the waiting room and said that a giant wave had broken on the Sydney Mae II near the Red Can and the boat sunk. Capt. OBA and passengers abonard ship and were in the water over 30 minutes.

AT 0130 of the 20 Sept I was able to see Capt. OBA's. His only word to me were "I'm very sad" I held his hand and asked if he wanted me to stay. He said no. He had been given some pain meds and his eyes were closed. I returned home at 0200 20 sept. I have not spoken to Capt. OBA OR his wife yet. I am writing this letter at the Request of the Coast Guard It is now Sept 23 2005

[redacted]

J. M. SCHRACK

Cell [redacted]