

IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT
OF THE STATE OF FLORIDA IN AND FOR PINELLAS COUNTY

STATE OF FLORIDA

V.

JEFFRY DAVID KNIGHT
WHITE/ MALE
DOB: 09/29/1962

1. 8 Count(s) of PUBLIC ORDER CRIMES - LEAVE SCENE
OF VESSEL ACCIDENT OR INJURY

COMPLAINT AFFIDAVIT

BEFORE ME, A JUDGE OF THE CIRCUIT COURT, in and for said County, Investigator Inv Clint Williams a law enforcement officer with the Florida Fish and Wildlife Conservation Commission, who was duly sworn by the below signed notary, pursuant to FSS 117.10, says that on 4/27/2025 4:00:00 AM, JEFFRY DAVID KNIGHT did commit the crime(s) of:

8 Count(s) of 327.30 (5)-- PUBLIC ORDER CRIMES - LEAVE SCENE OF VESSEL ACCIDENT
OR INJURY-- (F/3)

Florida Statutes, in such case made and provided and against the peace and dignity of the State of Florida.

Affiant's probable cause is based on the following facts:

Your affiant was assigned an investigative role for a boating collision that occurred on the waters of the State of Florida in Pinellas County, Florida, on April 27, 2025, at approximately 2041 hours. I, your affiant, was contacted by Lt. Parisoe who advised me of a possible fatal boating accident in Clearwater. The incident occurred in the channel just south of the Clearwater Memorial Causeway in Clearwater, Pinellas County, State of Florida. The incident involved two vessels.

Your affiant responded to the Belleair boat ramp, your affiant observed Vessel Number 1 (hereinafter referred to as "V1"), which was one of the two vessels involved in the boating collision. Based on your affiant's observations of V1, your affiant learned that V1 is a blue and white 2018 37-foot Statement center console vessel, equipped with three Suzuki 350 horsepower outboards, Hull Identification Number STTEB112L718. V1 had damage that consisted of large gashes and scratches starting at the bow and continuing all the way back to the mid-ship on the port side. Additional damage of the same type was later seen on the starboard side once V1 was removed from the water. Your affiant directed Lt. Anthony Rosas to seize V1 and transport it to the FWC Tampa Evidence Facility.

Your affiant also responded to the Clearwater Marine Aquarium. At this location, your affiant observed Vessel Number 2 (hereinafter referred to as "V2"), which was one of the two vessels involved in the boating collision. Based on your affiant's observations of V2, your affiant learned that V2 is a white 2005 40 foot Mercedes Yacht pontoon style vessel, equipped with two Yamaha 60 horsepower outboards, Hull Identification Number GVQ00024G405. V2 is a commercial passenger vessel and is subject to inspection by the United States Coast Guard (USCG). V2 had large scale damage across the entirety of its deck

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consisting of the aluminum benches, used to hold passengers, and the aluminum structure for the canvas siding and top cover were all shifted, bent, broken, and twisted.

Your affiant spoke with Florida Fish and Wildlife Conservation Commission (hereinafter referred to as "FWC") Investigator Richard Schefano and Officer Miros Petru following the boating collision. Based on your affiant's discussions with Investigator Schefano and Officer Petru, your affiant learned that Officer Petru and Investigator Schefano conducted interviews of the four adult occupants from V1. The occupants provided their identifying information as Blair Destiny Jenkins (10/31/1994), Kathryn Elise Talbert (10/05/1987), Alexis Rachelle Ringel (06/06/1998), and Danielle Taylor Ely (09/27/1992). A 5th juvenile 2-week-old baby was also present in V1 during the collision. The 2-week-old baby is the daughter of Ms. Jenkins. All four adult occupants of V1 advised Investigator Schefano and Officer Petru that V1 was being operated by Jeffry Knight during the boating collision on April 27, 2025. Your Affiant determined that Jeffry Knight's full name and DOB is Jeffry David Knight (09/29/1962).

Based on your affiant's review of Pinellas County Sheriff's Office (PCSO) report SO25-128420, your affiant learned that V1 left the scene of the boating collision and began returning to Mr. Knight's dock. V1 was stopped by a PCSO marine unit just south of the Bellair Causeway. Mr. Knight stated to the PCSO Deputies that after the collision his vessel was taking on water and they had an infant on board and that he called 911 and provided them with his information. PCSO towed V1 to the nearby Bellair boat ramp. PCSO notated in their report that the vessel did not appear to be taking on water and was not listing, when a vessel is listing it means the vessel is tilting to one side, either left or right, due to uneven weight distribution or flooding, as V1 was being towed. PCSO also noted that they were northbound to the collision scene with their blue lights and siren activated when V1 passed them heading south, PCSO stated that V1 made no attempt to flag them down or gain their attention as V1 passed.

Based on additional information provided to your affiant by Investigator Schefano and Officer Petru, your affiant learned that Jeffry Knight invoked his Miranda Rights towards any questioning of the incident but volunteered to provide a sample of his breath. Based on a review of Clearwater Police Report CW25-68241, your affiant learned that Jeffry Knight submitted two breath samples via a breath test that was conducted by Officer Lane Lightfoot. The results of Mr. Knight's breath samples were as follows: April 28, 2025, at 01:02 Sample #1 was 0.000, at 01:05 Sample #2 was 0.000.

Based on a further review of Clearwater Police Report CW25-68241, your affiant learned that Officer Alex Krolick made observations of Jeffry Knight on April 27, 2025, following the boating collision. Based on your affiant's review of Officer Alex Krolick's supplemental report to Clearwater Police Report CW25-68241, your affiant learned that Officer Krolick is a Drug Recognition Expert with the Clearwater Police Department, Jeffry Knight refused to participate in a Drug Recognition Expert examination, and that Officer Krolick did not make significant observations to justify suspicion that Jeffry Knight was operating a vessel under the influence during his brief encounter with Jeffry Knight.

Your affiant directed FWC Lt. Anthony Rosas to seize V1 and transported it to the FWC Tampa Evidence Facility. Your affiant has witnessed V1 at the FWC Tampa Office, 5110 W. Gandy Blvd., Tampa, FL 33611.

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On the night of the initial collision, ten V2 occupants were transported to various hospitals across Hillsborough and Pinellas County. Their injuries consisted of multiple broken bones, head injuries, internal bleeding, and various contusions, with one fatality (Jose Castro). This was learned from responding agencies on scene the night of the collision. FWC Investigation Supervisor Lt. Jedidiah Parisoe, Investigator Christopher Davidson, Investigator Richard Schefano, USCG Ron Gleason, USCG Ashley McKay, USCG Brandon Maddox, USCG Justin Cooksey, and USCG Brian Knapp conducted follow up interviews in the days after the collision. Through the interviews the total number of people on the Clearwater Ferry including the captain and crew totaled to be forty-five.

On April 30, 2025, your affiant was present for an interview of Blair Jenkins conducted at the State Attorney's Office in Pinellas County, State of Florida. Based on the interview, your affiant learned that Ms. Jenkins was a passenger on V1 and Jeffry Knight was the captain of V1 during the boating collision in the evening of April 27, 2025. Ms. Jenkins saw Mr. Knight with a cocktail at dinner. Ms. Jenkins was sitting next Mr. Knight at the time of the accident with her infant in between them and V1 was travelling at a cruising speed. Ms. Jenkins believed Mr. Knight used V1's motors to reverse off of V2. Ms. Jenkins began asking the rest of the V1 occupants to go check on V2 and its occupants. Ms. Jenkins heard Mr. Knight make several statements after the impact, "My life is over", "I'm going to lose everything". Ms. Jenkins stated that the other passengers of V1 were having to tell Mr. Knight to go back over to V2. She stated that Mr. Knight did go back to V2 and tie off to it. Ms. Jenkins advised that there was a small amount of water in the back of the boat causing the bottom of her shorts to get wet. Ms. Jenkins stated that Mr. Knight was on and off the phone with his attorney prior to leaving the scene. Ms. Jenkins stated that as they were leaving she asked Mr. Knight to let her and the infant off the boat at any nearby dock. She advised that she wanted to get off the boat immediately. Ms. Jenkins stated she did not want to leave the scene when medical attention was already coming.

Your affiant was present for an interview of Kathryn Talbert conducted at the State Attorney's Office in Pinellas County, State of Florida. Based on this interview, your affiant learned that Ms. Talbert was a passenger on V1 and Jeffry Knight was the captain of V1 during the boating collision in the evening of April 27, 2025. Ms. Talbert made 7:00 p.m. dinner reservations for the night of the incident at Island Way Grill near the site of the collision. According to Ms. Talbert, there were a total of 6 passengers on V1 during the evening of April 27, 2025; the other passengers included: Jeffry Knight, who was operating V1 at all times during the night in question, Alexis Ringel, Danielle Ely, Blair Jenkins, and Blair Jenkins' two-week-old baby. V1 arrived at Island Way Grill at approximately 7:00 p.m. At dinner, she observed Mr. Knight order a drink but was unsure how much of it he drank or if he ordered another one. The group departed from Island Way Grill at approximately 8:30 p.m. after leaving Island Way Grill, Ms. Talbert observed Mr. Knight stepping out to the left side of the console while operating V1 on plane prior to the boat collision. After the collision, Ms. Talbert was asking what to do and does she need to call 911, she stated that Mr. Knight said to call 911. Ms. Talbert never called 911 and Ms. Ringel called 911. Ms. Talbert and the other V1 passengers told Mr. Knight that they need to go back now, they need to make sure there's no one in the water. V1 pulled alongside V2, and Mr. Knight tied up to V2. Ms. Talbert observed the beach flooded with law enforcement and EMT's prior to V1 leaving the scene. Mr. Knight and Ms. Talbert told Ms. Ringel to get off the phone. Mr. Knight said there was water coming in the boat and Ms. Talbert saw what she described as ankle deep water.

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On May 1, 2025, an interview with Alexis Ringel was conducted at the State Attorney's Office in Pinellas County, State of Florida. A copy of the interview was provided to your affiant by the State Attorney's office. The following information was obtained from Ms. Ringel's statement. Mr. Knight made several comments after the collision including, "Fuck, where were their lights? Where were their lights? My life is over." Mr. Knight only asked about the infant's welfare one time. Mr. Knight operated the vessel at all time before, during, and after the collision with V2. Following the crash, Knight pulled up to the Ferry. Prior to assisting V2 Mr. Knight conducted no checks of V1. Mr. Knight made no movements to assist V2 until all of his occupants yelled at him to do so. Ms. Ringel said to Mr. Knight, "We need to, like, call the police. We need to do something.", Ms. Ringel then stated that Mr. Knight said, "My life is over, my life is over. No." Alexis stated that Ms. Talbert had walked up to Mr. Knight asking him what to do and he finally told her (Ms. Talbert) to call the police. By that time Ms. Ringel had already began calling 911. V1 was still on scene when emergency personnel arrived, one of the emergency personnel had even walked into the water and was almost touching V1. While leaving the scene, Mr. Knight was yelling at Ms. Ringel to hang up, and once she had done so Mr. Knight informed her that the boat was taking on water. Ms. Ringel observed some water in the boat, but it did not appear to be actively coming onto the deck. Mr. Knight drove past a Law Enforcement vessel displaying emergency lights and the law enforcement vessel intercepted Mr. Knight's vessel.

An interview of Kevin Hernandez, Captain of the Captain Memo's Pirate Cruise, was conducted at the State Attorney's Office in Pinellas County, State of Florida. A copy of the interview was provided to your affiant by the State Attorney's office. The following information was obtained from Mr. Hernandez's statement. He was captaining the pirate ship at the time of the collision. They had just reached the Clearwater Memorial Causeway Bridge at 8:40 p.m. and were making the turn to begin heading west to return to their dock. They pulled alongside of the ferry and could see the damage and hear people yelling for help. Mr. Hernandez conducted a Mayday call over the vhf radio to alert the USCG of the accident. He observed V1 connect to V2 and move it to the shoreline. Mr. Hernandez stated, "The boat beaches them. They stay there for a couple of minutes, and then as soon as the first two cops arrive and get in the water, that boat leaves."

On May 2, 2025, your affiant was present for an interview with Danielle Ely conducted at the State Attorney's Office in Pinellas County, State of Florida. The following information was obtained from Ms. Ely's statement. Danielle stated that while sitting at the back of the boat as it travelled to Mr. Knight's residence she does not remember her feet being wet. Danielle only saw water at the corners of the boat.

Based on the interviews with Ms. Jenkins, Ms. Talbert, Ms. Ringel, and Ms. Ely, your affiant learned that all four passengers did not observe the ferry prior to the collision, and Jeffry Knight was at the helm of V1 when the collision occurred.

On May 6, 2025, your affiant obtained recordings of the 911 calls from the Pinellas County Regional 911 Communications Center. One of the 911 calls was from Alexis Ringel while on board V1. The following information was obtained from Alexis Ringel's 911 call. Ms. Ringel stated that her boat crashed into the other boat due to them not having any lights on. Ms. Ringel stated that they (V1) were not sinking. Ms. Ringel was relaying commands from the 911 dispatcher to the passengers of V2 to put on their lifejackets. Ms. Ringel stated she could see the police nearby. Ms. Ringel and V1 were still on scene when the police had reached V2. After being transferred to Coast Guard, Ms. Ringel again stated that her

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boat was not taking on water. Ms. Ringel then stated that they (V1) had left and that the captain of their boat was going home. Ms. Ringel voice tone changes and she states, "He wants me to hang up, his name is Jeff". Ms. Ringel is then heard yelling "Slow down, slow down, slow down" and asking, "Please slow down". A male voice is then heard in the background saying, "Don't say nothing, don't say nothing", "Ok don't say anything, hang up". Ms. Ringel replied, "Ok, I don't want to get in trouble". Ms. Ringel is then heard saying, "He's making me hang up, I'm sorry, I have to go, he's making me hang up, I have to go". Please note that based on your affiant's interviews with the passengers of V1, your affiant learned the only male on board V1 was Jeffry Knight.

Additionally, your affiant requested all records of calls for service at Mr. Knight's home address, 2268 Kingspoint Dr., Largo, FL. 33774, from the Pinellas County Regional 911 Communications Center. Based on a review of those records, your affiant learned that no calls for service were placed for that address on April 27, 2025.

On May 6, 2025, your affiant conducted a phone interview with Kathryn Talbert to follow-up with her regarding the investigation. The following information was obtained from Kathryn Talbert's phone interview. Jeffry Knight had his phone on the night of the incident. Jeffry Knight utilized his phone to contact his lawyer after being stopped by PCSO.

On May 12, 2025, your affiant conducted a phone interview with Alexis Ringel to follow-up with her regarding the investigation. The following information was obtained from Alexis Ringel's phone interview. Mr. Knight was the male voice heard in the background of the 911 call telling Ms. Ringel not to say anything and to hang up. Ms. Ringel and Blair Jenkins asked Jeff multiple times to stop the boat at any dock so they could get off.

Your affiant was present for an interview of the captain of V2 conducted at the State Attorney's Office in Pinellas County, State of Florida. Based on that interview, your affiant learned that on a V2 was being operated by Dennis Harrison Kimerer (03/11/1961) during the boating accident on April 27, 2025, between V1 and V2.

Your affiant was present for an interview of the first mate of V2 conducted at the State Attorney's Office in Pinellas County, State of Florida. Based on that interview, your affiant learned that Alexandria Martin was the first mate of V2 during the boating accident on April 27, 2025, between V1 and V2.

On April 30, 2025, FWC Investigator Cobb obtained video footage from the Yacht Starship 4. Based on your affiant's review of this video footage, your affiant learned that Yacht Starship 4 was travelling west in the channel as V2 was travelling east. The two vessels passed each other port to port. As V2 passes the stern of Yacht Starship 4 it can be seen displaying a port navigation light and a center forward facing mast headlight. V2 continues to move into the camera's view and is seen failing to display a stern light. V2 continues to travel east in the channel. Fifty-three seconds later V1 passes Yacht Starship 4 starboard to starboard and comes into view on the stern camera. V1 can be seen turning to starboard and crossing the wake of Yacht Starship 4 on plane with bright white lights illuminating the deck from bow to stern, it can also be seen that the radar system attached to V1 is not in operation, and that V1 is not displaying an all-around white light. V1 can be seen moving to the south side of the channel, changing its course slightly to port bringing it in line with the channel, and travelling straight until colliding with V2.

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On May 1, 2025, FWC Investigator Cobb obtained video footage from the Motor Vessel Charisma, located on the east end of the channel where the collision occurred. Security footage of April 27, 2025, shows V1 and V2 collide at approximately 2040 hours. At 2044 hours, V1 can be seen pulling alongside V2 and pushing it to the nearby shoreline. At 2050 hours, Law Enforcement and EMS with flashlights can be seen approaching V2 on the shoreline, at which time V1 disconnects and begins leaving the scene. The far east end of the channel extending north and south into the Intercoastal Waterway just east of where the collision occurred is a Slow Speed/Minimum Wake Zone, as V1 leaves the scene it can be seen abiding by the speed restriction, never going faster than Idle Speed while traversing the entirety of the speed restricted zone. V1 goes out of camera view at 2052 hours and is last seen travelling south towards Belleair Causeway. At 2058 hours, USCG is seen coming into camera view from the same direction V1 was last seen. USCG was on plane in the Slow Speed/Minimum Wake Zone as they responded to the scene.

Clearwater Police Department obtained footage from a City of Clearwater owned and operated camera that captured the incident. The camera is located near Coachman Park and faces Southwest. Based on your affiant's review of this camera footage, your affiant learned that V1 is travelling at a much faster speed than V2 and ramped onto the stern of V2. Captain Memo's Pirate Cruise is seen travelling in the channel and stopping at the incident in an attempt to render aid. V1 pulls alongside V2 and moves it to the shoreline. EMS can be seen waving flashlights on the shoreline in front of V2, as V1 leaves the incident scene approximately ten minutes after the initial collision.

Based on your affiant's interviews of the occupants of V1 and V2, a review of the footage from Yacht Starship 4, footage from Motor Vessel Charisma, and City of Clearwater videos, your affiant learned that V2 and V1 were travelling east in the marked channel. This was after official sunset and both vessels were required to display navigation lights on their front and rear. V1 was travelling in line with V2 and at a faster speed than V2. V1's bow collided with V2 at the stern and ramped onto V2's deck which was fully loaded with passengers. Once the vessels had settled, Mr. Knight put V1 into reverse and pulled it off V2, according to Ms. Ely's statement. Many V2 passengers were injured, including Mr. Kimerer and Alexandria Martin, after being struck by V1 or flying debris. V1's occupants received no injuries. Multiple V2 occupants began calling 911 and one of V1's occupants did so as well. Mr. Knight maneuvered his vessel along side V2 and tied off to it. Mr. Knight used the motors on V1 to push V2 towards the nearby shoreline. Mr. Knight disconnected from V2 and observed standing water in V1, this caused him to be concerned that V1 was taking on water and he made the decision to return home where he could use his dock lift to get V1 out of the water, additionally Mr. Knight had an infant child on board that he was concerned about. Emergency Medical Services (EMS) were on scene and making their way to V2 to assist the passengers.

On May 26, 2025, your affiant obtained a search warrant to conduct a search of the electronic data stored on both GPS units attached to V1, the ECU data stored in all three Suzuki outboard engines attached to V1, and conduct an internal inspection and systems function check of V1's mechanical and electrical operating equipment.

On June 3, 2025, your affiant conducted an internal inspection and systems function check of V1's mechanical and electrical operating equipment. All three Suzuki outboards turned on when activated with

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their designated Start/Stop switch. All three motors turned in unison to the full extent of their steering cylinders in both directions. All three motors went into and out of the forward and reverse when directed to do so by the throttle control. All three motors raised up and lowered down when activated by their trim and tilt switches.

The vessels deck lights activated when your affiant started the engines, and your affiant was unable to turn them off. After completing the systems check V1 was pulled from the water, and an internal inspection was conducted. Your affiant found rain water in two floor hatches, one on the port side and one on the starboard side. No other compartments had water in them. Your Affiant exited V1 and saw no water leaking out of the vessel. This indicated that there were no hull intrusions.

On Thursday, June 5, 2025, Ofc. Thomas Georgevich, Captain Matthew Dallarosa, Lieutenant Jedidiah Parisoe, USCG Chief Warrant Officer Ronald Gleason, Assistant State Attorney Benjamin Laing, and your affiant conducted a similar conditions reconstruction of the collision between V1 and V2.

Your affiant conducted an internal inspection of V1 and noted that the rain water in several of the compartments that was observed on June 3, 2025, had not leaked out and was still in the compartments. This indicated that there were no hull intrusions as water could be held in the vessel for days on end. Your affiant utilized V1's bilge pumps and drained the compartments of all the water, and at the time of the inspection the bilge pumps functioned normally. Your affiant inspected all of the remaining compartments to ensure they had no water in them.

While waiting for the proper time, the vessel was placed in reverse. Water could be seen entering through the scuppers and remaining in the stern corners adjacent to the scupper drains. The water was limited in amount and would immediately bail back out the scupper drains when the vessel was placed in forward again. This is how the vessel is designed and functions normally. This is a common occurrence in vessels with a similar design. This was recorded via agency issued iPhone.

Upon returning to the Seminole boat ramp, your affiant conducted another internal inspection of V1 and found no water to have intruded into the compartments of V1 during the reconstruction runs. Based on the witness statements, security footage, police reports, 911 calls and accident recreation. After the collision, Mr. Knight had to be told by his occupants to return to V2 and render aid. Mr. Knight had to be pressured by his occupants before acknowledging that 911 needed to be called. Mr. Knight pushed V2 to the shoreline but left once Law Enforcement and EMS were on scene. Mr. Knight knew or should have known that water comes in the scuppers when the vessel is placed in reverse and that this is a normal occurrence. Mr. Knight used this little bit of water as justification to leave the scene. Mr. Knight stated he was worried about the water coming in the vessel but left the safety of the shallow water where he was already located, where help was already arriving to.

Additionally, Mr. Knight idled away from the scene rather than leaving quickly which would have removed the water from V1. Mr. Knight also used the infant on V1 as justification to leave and go get help. Mr. Knight left the scene when help was arriving, his occupants stated he showed no concerns for the infant, he never contacted 911 to coordinate help for the infant at his residence, and he ignored the multiple request from the infant's mother to take them to the nearby docks. Mr. Knight never attempted to stop or gain the attention of two separate Law Enforcement vessels that passed him after leaving the

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scene. Mr. Knight misrepresented to Law Enforcement when he was stopped by PCSO that he had informed 911 of his information and where he was heading. Mr. Knight gave direct orders to Alexis Ringel to not say anything.

Based on interviews of various passengers on V2, your affiant determined that eight occupants of V2 sustained injuries that required medical attention beyond first aid.

Based on your Affiant's review of medical records associated with three passengers on the ferry, your Affiant learned that following eight passengers suffered injuries beyond mere bruises:

- Victim D.K.: traumatic right adrenal hemorrhage/hematoma caused by impact of V1 into D.K.;
- Victim N.M.: displaced transverse fracture of shaft of left femur, fracture of sacrum, and multiple rib fractures caused by impact of V1 into N.M.;
- Victim S.W. Sr.: laceration to left, lower leg caused by impact of V1 into S.W. Sr.;

Based on a review of the Autopsy Report authored by Dr. Andrew Koopmeiners of the Pinellas County medical Examiner's Office, your Affiant learned that Victim J.C., died as a result of the impact of V1 into V2. Based on a review of the Autopsy Report, your Affiant learned that J.C.'s cause of death was drowning, with a contributory condition of blunt trauma. Your Affiant further learned that the manner of death was an accident, and the injury occurred because J.C. was a passenger on a vessel that collided with another vessel.

Please note as of the date of drafting this Arrest Warrant, multiple medical records subpoenas remain outstanding. Based on interviews with Victims, D.B., A.B., S.W. Jr., and Idalys Acosta, your Affiant learned that each of these victims suffered injuries beyond mere bruising as a result of the crash in this case.

Based on the foregoing, there is sufficient probable cause for eight counts of leaving the scene of an accident resulting in personal injury.

Florida Statute 327.30 Collisions, accidents, and casualties.

(5) It is unlawful for a person operating a vessel involved in an accident or injury to leave the scene of the accident or injury without giving all possible aid to all persons involved and making a reasonable effort to locate the owner or persons affected and subsequently complying with and notifying the appropriate law enforcement official as required under this section. Any person who violates this subsection with respect to an accident resulting in personal injury commits a felony of the third degree, punishable as provided in s. 775.082, s. 775.083, or s. 775.084.

Based upon the totality of circumstances, there is reason to believe there is probable cause for JEFFRY DAVID KNIGHT (White/Male, DOB: 09/29/1962) to have violated:

8 Count(s) of 327.30 (5)-- PUBLIC ORDER CRIMES - LEAVE SCENE OF VESSEL ACCIDENT OR INJURY-- (F/3)

in such case made and provided, and against the peace and dignity of the State of Florida.

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Based on the above-mentioned events, your Affiant respectfully requests this Honorable Court issue a Capias so that JEFFRY DAVID KNIGHT can be made to answer to the charges of:

8 Count(s) of 327.30 (5)-- PUBLIC ORDER CRIMES - LEAVE SCENE OF VESSEL ACCIDENT OR INJURY-- (F/3)

WHEREFORE, your Affiant requests that this Affidavit be sealed and remain sealed as long as the investigation into the criminal activity as alleged is ongoing. Your Affiant suggests that such information is exempt and confidential under Florida public records laws, and that the Affidavit constitutes active criminal investigative information.

1719
Document # 2025-PIN-
AW000207
11-11-33 AM
Investigator Inv Clint Williams
Affiant

SWORN TO AND SUBSCRIBED before me on this the 9th day of Jul, 2025.

1719
Document # 2025-PIN-
AW000207
11-36-07 AM
Lieutenant Dan Parisoe

Law Enforcement Officer Authorized to Administer Oaths under F.S. 117.10.

FINDING OF PROBABLE CAUSE

I, Judge Joseph Bulone have reviewed this Complaint Affidavit and do find there is probable cause to hold and bind over for trial the said JEFFRY DAVID KNIGHT named in this Complaint Affidavit on this 09 day of Jul, 2025.

1719
Document # 2025-PIN-
AW000207
11-45-55 PM
Judge Joseph Bulone
6TH CIRCUIT COURT - PINELLAS
COUNTY OF PINELLAS
STATE OF FLORIDA

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Reviewing Prosecutor: Anthony Bradlow	Approved on: Jul 09, 2025

Agency Case Number FWC25ON0033755

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Reviewing Prosecutor: Anthony Bradlow	Approved on: Jul 09, 2025

JEFFRY DAVID KNIGHT
WHITE/ MALE
DOB: 09/29/1962

Judge Joseph Bulone
6TH CIRCUIT COURT - PINELLAS
COUNTY OF PINELLAS
STATE OF FLORIDA

**IN THE CIRCUIT COURT OF THE SIXTH JUDICIAL CIRCUIT
OF THE STATE OF FLORIDA IN AND FOR PINELLAS COUNTY**

STATE OF FLORIDA

V.

JEFFRY DAVID KNIGHT

WHITE/ MALE

DOB: 09/29/1962

1. 8 Count(s) of PUBLIC ORDER CRIMES - LEAVE SCENE
OF VESSEL ACCIDENT OR INJURY

BOND INFORMATION

Charge No.	Count(s)	Offense Code	Charge Description	Hold Without Bond	Amount Per Count	Total Amount for Charge
1.	8	327.30 (5)	PUBLIC ORDER CRIMES - LEAVE SCENE OF VESSEL ACCIDENT OR INJURY – F/3		\$5,000.00	\$40,000.00

Other conditions of release:

Other bond conditions: Will not operate any vessel.

1719
Document # 2025 3-45
JUL 09 2025 3:45 PM
eM: EAC 10/20/2025 4:45 PM Doc
007 10/20/2025 3:45 PM AW000207
ment #2025 3-45 PIN-AW000
55 PM

Judge Joseph Bulone

JUDGE OF THE CIRCUIT COURT

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PERSONAL DATA INFORMATION SHEET	
ALL INFORMATION MUST BE PROVIDED BY THE INVESTIGATING OFFICER	
ACCUSED NAME: JEFFRY DAVID KNIGHT	
ALIAS:	
ADDRESS: 2268 Kingspoint Dr. Largo Florida, 33774	
DOB: 09/29/1962	SSN: [REDACTED]
PHONE:	MARITAL STATUS:
POB: USA	DL: FL K523-424-62-349-1
PID:	FBI:
RACE: White	SEX: Male
HGT: 5'09"	WGT:
HAIR: Gray	EYES:
COMPLEXION:	SCARS:
OCCUPATION:	EMPLOYER:
Fingerprints Available: <input type="checkbox"/> yes <input type="checkbox"/> no	Business Address:
Per FLCrRule 3.121 attach photo - SOPICS preferred! Originating Source of PHOTO: <input type="checkbox"/> SOPICS Docket # <input type="checkbox"/> FL DL # DAVID Photo confirmed accurate by: <input type="checkbox"/> Other State DL # K523-424-62-349-1 State: FL <input type="checkbox"/> Other Photo Source <input type="checkbox"/> NO PHOTO AVAILABLE — Explanation for No Photo:	
Agency: Florida Fish and Wildlife Conservation Commission	Investigating Officer: Inv Clint Williams

Agency Name: Florida Fish and Wildlife Conservation Commission ORI: NA	Criminal Felony No.: Warrant No.: 2025-PIN-AW000207
Reviewing Prosecutor: Anthony Bradlow	Approved on: Jul 09, 2025