

CUI

ATTENTION

Use this space to indicate categories, limited dissemination controls, special instructions, points of contact, etc., if needed.

Portions of this document have been designated as Controlled Unclassified Information (CUI) or Personally Identifiable Information (PII) by the US Navy. The US Navy has redacted the identified portions, and has not approved release of the portions redacted for CUI concerns because of the following reasons:

Critical Technology. To protect information and technical data that may be observed by adversary intelligence systems and determining what indicators hostile intelligence systems may obtain that could be interpreted or pieced together to derive critical information in time to be useful to adversaries.

Vulnerability Information. To protect information and technical data that provides insight into vulnerabilities of U.S. critical infrastructure, including warfighting infrastructure, vital to National Security that are otherwise not publicly available.

ATTENTION

All individuals handling this information are required to protect it from unauthorized disclosure.

Handling, storage, reproduction, and disposition of the attached document(s) must be in accordance with 32 CFR Part 2002 and applicable agency policy.

Access to and dissemination of Controlled Unclassified Information shall be allowed as necessary and permissible to any individual(s), organization(s), or grouping(s) of users, provided such access or dissemination is consistent with or in furtherance of a Lawful Government Purpose and in a manner consistent with applicable law, regulations, and Government-wide policies.

Standard Form 901 (11-18)
Prescribed by GSA/ISOO | 32 CFR 2002

CUI

(b) (6)

17 Sept 08

Interview with (b) (6)

Date of Interview: 17 Sept 8

Time of Interview: 1554

Interviewers: (b) (6)

(b) (6)

Respondent: (b) (6)

interviewer: Good afternoon. Again, I am (b) (6), senior investigating officer for the United States Coast Guard. I ask the individuals in the room to please introduce themselves.

interviewer: (b) (6)

interviewer: And if you could state your name as well.

respondent: (b) (6)

interviewer: (b) (6). How do you pronounce your first name again?

respondent: (b) (6)

interviewer: (b) (6)

respondent: Yes sir.

interviewer: With emphasis on the (b) (6). Okay. And right now, I have 15:54 is the time. So, let me go back in your history here. When did you join the Navy?

respondent: Uh, April 6, 2016.

interviewer: Okay. And, again, you're actually assigned to the Antietam, is that correct?

respondent: Yes sir.

interviewer: And when did you, when were you stationed aboard that ship?

respondent: August 6, 2016.

interviewer: Okay. And your watch station duties on the Antietam are the same helm, lookout?

(b) (6)

17 Sept 08

respondent: Yes sir. (incomprehensible)

interviewer: Any additional duties?

respondent: No, sir.

interviewer: Okay. And when did you get qualified as helmsman and lookout on the Antietam?

respondent: Um, I was not, I got qualified on the Cain, the McCain.

interviewer: Okay. Qualified on the McCain.

respondent: Yes sir.

interviewer: Alright. Um, so when did you get aboard the McCain?

respondent: Uh, May 26, 2017?

interviewer: The day they sailed?

respondent: Yes sir.

interviewer: So, you get on board, did they put you on the watch bill then?

respondent: Yes sir.

interviewer: And, again that was like a 1 and 3 rotation or was that 1 and 4?

respondent: Uh, 1 and 3.

interviewer: So, 5-on, 10 hours off.

respondent: Yes sir.

interviewer: So, mostly standing watch at least two times a day?

respondent: Yes sir.

interviewer: Uh, if you could, explain the control system, like the helm steering station on the Antietam.

respondent: Uh, I've never seen it.

(b) (6)

17 Sept 08

interviewer: Never seen it?

respondent: No, sir. We never got underway.

interviewer: Okay, so.

respondent: We came out of dry dock and then we, uh, ran aground.

interviewer: Got it. Uh, have you, were you given any instruction otherwise in terms of lookout or helm watch-standing while on, during the dry dock period for Antietam?

respondent: Uh, no, sir.

interviewer: Okay. So, you get aboard the McCain. They put you on the watch rotation. When were you qualified on board the McCain?

respondent: I don't know the exact date.

interviewer: Uh-um.

respondent: I think late June.

interviewer: Late June?

respondent: Yes sir.

interviewer: And so that involves standing UI. There's a PQS involved. Do you have a board as well?

respondent: Yes sir.

interviewer: Is there any, any instruction through like manuals or videos, power point, anything else?

respondent: Uh, no, sir.

(b) (6)

17 Sept 08

interviewer: Okay. Explain to me your helm training then, cause again it's touch screen based mostly. How did they teach you about using that system?

respondent: Um, first you start off with going over the basics, knowing what is what. The HPUs, learn about the gyros, magnetic compass, um, learn a little bit about the thrust as well, learn where things are located such as the change of location of the helm or to switch into different manual, learn how to put the ship in fog alarms, um. There's a lot of different training.

interviewer: Uh-um.

respondent: Then, so I focused on repeat backs. Repeat backs aren't the most, isn't the norm language you use like every day so it takes a little time to understand what you're saying and what order you're given. And then you get to drive a little bit, a little bit more at a time each watch, depending on your OI, how much he trusts how well you're doing. Sometimes he might stand to the side and watch if he doesn't trust you.

interviewer: Sure.

interviewer: Okay. And when you say you're qualified, that's as helm, lee helm and lookout?

respondent: So, the PQS is the helm and lee helm, that's the same PQS. Then lookout has a separate, and go through lookout?

interviewer: Sure.

respondent: For lookout, you uh start off with the basics, how you use binoculars. Then you start, they teach you the ways to report a contact, surface or air. You use the basic COMMS with people down in combat. They show you the difference between true and relative bearing. That's pretty much it for lookout.

(b) (6)

17 Sept 08

interviewer: Okay. Excellent. Um, so, would you say that the training period and up to your qualification was roughly a month in time?

respondent: Yes sir.

interviewer: And is that a standard expectation, within a month?

respondent: Um, there is no time. Usually it takes a normal, a regular sailor roughly about a month. I've seen people take three months. It all depends how much you learn, how fast of a learner you are.

interviewer: So, average a month, but you might have a few folks a little bit faster, a few folks a little bit slower.

respondent: Yes sir.

interviewer: How, however long it takes for folks to feel good about it.

respondent: A lot has to do with confidence, especially on the helm, how confident that sailor is.

interviewer: So, let's get into the 21st then. When did you wake up, for watch?

respondent: I actually didn't go to sleep that night. I was, uh, I relieved the watch at 0145.

interviewer: So, let's put it this way then, when did you last go to sleep?

respondent: Um...

interviewer: I'm not sure if you filled out one of those forms for us, the work-rest period, if they gave that to the safety team or not, but let's work it this way then. So, you stayed up. What time did you wake up for your whole day?

respondent: Um, 11 am.

(b) (6)

17 Sept 08

interviewer: Okay. So, 1100 on the 20th, that Sunday.

respondent: Holiday routine.

interviewer: Okay. I assume you had some watch?

respondent: Yeah, 12 to 17.

interviewer: Okay, so that would have meant you had the mid-watch between Saturday and Sunday?

respondent: Yes sir.

interviewer: Okay, so 11. Did you get any rest on that Sunday? It's holiday routine so other than watch you're not on station. Did you get any naps?

respondent: No, sir.

interviewer: Um, three full meals?

respondent: Two?

interviewer: It was a little late for breakfast, I guess.

respondent: (laughing) Yes. Yes, sir.

interviewer: Okay. So, 01 something rolls around, you go to the bridge. About what time did you switch out again?

respondent: Uh, to the next station?

interviewer: Yeah, so the 02, cause you were on the 02 to 07 or so watch.

(b) (6)

17 Sept 08

respondent: So, I started off on port lookout and then, belay my last, I started off on the helm, then I went to port. It was only a 4-hour watch that night instead of 5 because we had an early reveille.

interviewer: Okay. And again, most of those rotations are like every hour?

respondent: Yes sir.

interviewer: Every hour. Okay, cause there's an aft lookout as well.

respondent: Yes, sir.

interviewer: So, helm, port lookout, aft lookout

respondent: Uh, I did not go to aft lookout that day.

interviewer: Did not go to aft lookout, okay. Um, so when did you come back to the helm? Let's try that.

respondent: I came back at 0445.

interviewer: Um, do you have an idea, rough idea of course and speed?

respondent: When I got on the helm it was, I know the course. The speed was 15 knots.

interviewer: Uh, 5 o'clock rolls around and eventually, um, (b) (6) ?

respondent: Yes sir.

interviewer: Comes up to relieve you at the helm.

respondent: Yes sir.

interviewer: Any rough idea of course and speed at that time?

(b) (6)

17 Sept 08

respondent: When I got relieved, I do not know the course. The speed was 20 knots.

interviewer: You were relieved at about 0500 or he showed up about 0500?

respondent: Um, (b) (6) showed up 0510, 0515.

interviewer: Okay.

interviewer: Okay. So, he comes up, takes the helm. Do you, you start heading for the galley or?

respondent: I was about to until I got stopped.

interviewer: And who stopped you?

respondent: Uh, (b) (6).

interviewer: That was the JOOD?

respondent: I can't remember his position. I think it was JOOD.

interviewer: What does (b) (6) say to you?

respondent: Uh, he told me to stay back, and help out with the helm a little bit, until sea and anchor or at least until things calmed down just a little bit, it was high traffic.

interviewer: And how did they want you to help with the helm?

respondent: Um, there was no specific way. I was going to help out with lee helm which I did.

interviewer: Okay. So, they just said, "could you provide us some assistance?"

(b) (6)

17 Sept 08

respondent: Yes sir. So, like when you're on the helm, you do lee helm and the helm as well, you get a lot of orders. And sometimes like for lee helm we have to look out for this block just to get a speed change. Almost take like a stress off of the helm just look at the block and do it myself. Like he can just focus on the course cause it was, it was high traffic.

interviewer: Okay. So, and please verify for me, did anyone specifically say "please sit at lee helm" or did they just say "help out the other guy"?

respondent: "Help out the other guy".

interviewer: So, you weren't, didn't assume lee helm?

interviewer: Uh, I, I asked after that though. I didn't just take lee helm, I asked if I could switch to lee helm from the helm station over to the lee helm station. That got approved from the OOD. I don't know who the chain of order, it got approved for that.

interviewer: Did you hear the OOD approve it?

respondent: Not verbally.

interviewer: So, who told you that you were good?

respondent: (b) (6)

interviewer: (b) (6) told you?

respondent: Yes sir.

interviewer: Okay. So, how did that throttle control get switched from the helm station to the lee helm station?

(b) (6)

17 Sept 08

respondent: Um, (b) (6) he was helping us switch it over. He switched the port shafts over. I pressed accept on my screen. Then we lost steering and I switched to starboard shafts over myself.

interviewer: All right. Okay, so (b) (6), on, that's on the helm station hit transfer port. And on the lee helm station you accept it?

respondent: Yes sir.

interviewer: And then right, so then, so you've got the port shaft now.

respondent: Yes sir.

interviewer: And then comes the report of loss of steering?

respondent: Yes sir.

interviewer: And so that report of loss of steering is from?

respondent: Uh, (b) (6).

interviewer: And so, then you take the starboard shaft?

respondent: Yes sir.

interviewer: How did you take the starboard shaft?

respondent: Standard process, switchover.

interviewer: Is this you or (b) (6)?

respondent: This is me. This is me taking over starboard.

interviewer: Okay. So, (b) (6) transferred the port shaft. Loss of steering, and then you step in to take the starboard shaft.

(b) (6)

17 Sept 08

respondent: Yes, sir.

interviewer: Okay

respondent: Cause he was the BMOW so he had to pass words.

interviewer: He was the?

respondent: He was the BMOW, Boatswain of the Watch, had to pass words.

interviewer: Pass word?

respondent: Over the 1MC, loss of steering.

interviewer: Oh, okay. So, Bordeaux reports loss of steering, (b) (6) goes to pipe loss of steering. (b) (6) transfers control of starboard shaft to lee helm.

respondent: Yes sir.

interviewer: How did you, sorry to interrupt (b) (6)

interviewer: Ask the question.

interviewer: ...how did you accomplish that task?

respondent: Reach over to the helm station. There's a little drop box for location. Um, drop down, press lee helm, press accept, accept on my screen, and starboard shaft is now on the lee helm station.

interviewer: So, you reached over to the helm station?

respondent: Yes sir.

interviewer: Why didn't (b) (6) do that?

respondent: Uh, he was loss of steering. He was, he was too focused I guess.

(b) (6)

17 Sept 08

interviewer: Okay. So, (b) (6) reached over to the helm station, transferred to lee helm and then you came back to lee helm and accepted it.

respondent: Yes, sir.

interviewer: And now that we've seen it, it's one screen, two screen, just touch-touch.

respondent: Yes, sir.

interviewer: I know you said the BMOW had to pass the loss on 1MC. Who was giving that command or what was the command?

respondent: I don't know who gave it. I assume the OOD, but the command is just pass loss of steering over the 1MC, which he reads from a book that we read off of, how to pass proper words. It's loss of steering, loss of steering, lost steering in the pilot house, man aft steering.

interviewer: Okay. Are you aware of what (b) (6) is doing through the loss of steering steps?

respondent: Um, by that time, once we lost steering (b) (6) had came up there. The Captain said he wanted an experienced helm on there, so.

interviewer: You heard the captain say that?

respondent: Yes sir.

interviewer: Okay, so (b) (6).

respondent: He was mostly assisting (b) (6). I do remember the next order from the OOD was...

interviewer: Hold on.

(b) (6)

17 Sept 08

interviewer: Okay.

respondent: ...the OOD told them to switch it to backup HPUs, which is alpha units.

interviewer: And again, the person giving this command is CON, OOD, CO?

respondent: The OOD.

interviewer: The OOD. Switch to backup HPUs.

respondent: Um, by that time they had COMMS with, one of the officers have COMMS with aft steering. Somehow, this is where I'm really confused at, um, the steering shot back to aft steering.

interviewer: How did you know that?

respondent: I could hear the COMMS.

interviewer: You could hear the COMMS.

respondent: The officer, the Safety Officer, he stands like right behind us.

interviewer: Okay.

respondent: He can, he would ask, he asked the aft steering, "Do you have...?"

interviewer: Who was the safety officer?

respondent: I don't know his name.

interviewer: Helm Safety Officer established COMMS via...

respondent: Aft steering

interviewer: ...via, with what, by what means?

(b) (6)

17 Sept 08

respondent: With the headset.

interviewer: IVCS?

respondent: IVCS.

interviewer: IVCS headset. And what exactly did you hear him say?

respondent: I heard him, he said "Aft steering, do you have steering?" He asked that twice. And, I don't know what they said, but he asked them to test for positive rudder control which means that yes, you have steering. And I remember him saying aft steering has it, and that's when the steering came back up to the helm for a quick second.

interviewer: You heard him say aft steering has it?

respondent: Yes sir.

interviewer: And how did you know that steering was back up at the helm?

respondent: Um, because I, I heard (b) (6) and (b) (6) say so, and I also noticed the rudder was at 15. I don't know whether it was right or left.

interviewer: Where were you seeing this rudder?

respondent: So, on the helm there was these three boxes. There has the left rudder, ordered rudder and the right rudder. Those numbers, all three match up, they all read 15. I don't actually read the indicator. I didn't look at the indicator to which way it was, is it left or right.

interviewer: So, so when you're at a left rudder, you know, if you're at 5 left it comes up as 5 in that box or does it come up as like 360 or like 355 or anything?

respondent: Those three particular boxes comes up 5.

(b) (6)

17 Sept 08

interviewer: 5, okay.

respondent: There is another box that's right above it that has the course, like 3-5-5.

interviewer: So, the course is in 360, the rudders are in small increments.

interviewer: Does it say left or right, the display for the rudder?

respondent: For the rudder?

interviewer: So, like, so if your left rudder is left 5 how do you know it's left and not right?

respondent: Well you look at the arrows, they're indicators. I can draw it. Do you want me to draw it out for you?

interviewer: Yeah. Go for it. (Long pause for drawing)

respondent: So, this is the center line on the helm. This is what it looks like, just a rough. So, these are the three boxes that will tell you how much rudder you are using. This is the order. This will tell you, this will swing left or right, tell you which direction the rudder is in. This, here's the course heading. Inside here is just a 360 box.

interviewer: Okay. Okay, got it. I think we, we've seen a couple...

interviewer: And these are?

respondent: Uh, this is just indication of how much rudder you are using.

interviewer: So, that's, that's what it says the rudder is versus what you're ordered at because it takes, there's a delay, right?

respondent: Yes, sir.

(b) (6)

17 Sept 08

interviewer: Got it.

interviewer: Does it do it in whole numbers or does it break it down like 15-1/2?

respondent: Whole numbers.

interviewer: Whole numbers.

respondent: The course will break down to 15-point

interviewer: Okay. So, you hear (b) (6) and (b) (6) say they have rudder control.

respondent: Yes sir. I actually see them start to move, I see them moving the wheel, and I see these numbers dropping and we lost steering there again.

interviewer: So, you witnessed (b) (6) or (b) (6) ?

respondent: I can't tell you who, not exactly who.

interviewer: One of them steering and which number was dropping?

respondent: Uh, all three. All three numbers will drop to match up with the order.

interviewer: All three numbers dropped to match up

respondent: I don't understand it either. These all match up, whether you're left or right or amidships, but they would, once you move your rudder in different directions these numbers will change. They will all match up, the right and the left.

interviewer: So, if I'm, at rudder at amidships what does the display read?

respondent: 0-0-0.

interviewer: All three of them.

(b) (6)

17 Sept 08

respondent: Yes sir. Um 15-15-15

interviewer: So, like does the order box

interviewer: So, this is just giving me whole numbers regardless of which way you're turning?

respondent: Yes sir.

interviewer: That's fucking weird.

interviewer: It is. So, would it be like, so again we're at that left 15, does that order go 15 first and then the other ones increase to get there?

respondent: Yes sir.

interviewer: Okay, so the order is what you've ordered, what we're trying to get to.

respondent: Yes sir.

interviewer: Okay, so you said you're seeing this on the helm station.

respondent: Yes sir.

interviewer: What's showing up on the lee helm station?

respondent: Um, I was not looking at the lee helm station until I got a speed change.

interviewer: Okay. Do you have a rough time idea of when, uh, when you're taking the lee helm station and this whole loss of steering starts?

respondent: I know after 5:20.

interviewer: Okay. And why does that number stick out in your mind, that time?

(b) (6)

17 Sept 08

respondent: Um, it was only like less than 5 minutes after we collided, I know we collided at 0524.

interviewer: Okay. You mentioned you didn't look at the lee helm screen until a speed change was given to you. What was that speed change?

respondent: Uh, the speed change was all engines ahead one-third for 5 knots.

interviewer: And, I forgot the acronym already. It's a PC?

respondent: PCL.

interviewer: PCL?

respondent: Yes sir.

interviewer: Okay. Do you recall what the PCL setting was for split...?

respondent: Split plant at five knots?

interviewer: Uh-um.

respondent: 2711

interviewer: 27

respondent: 1-1

interviewer: 1-1. Okay. And uh, so you're at, you're lee helm now and you're changing that. Which throttle did you touch that on?

respondent: Uh, I had split plant you don't have to touch, I touched the left throttle, but they will both move since they are both ganged up.

interviewer: Okay. When did you gang them together?

(b) (6)

17 Sept 08

respondent: Um, once I got them over.

interviewer: Okay. So, you get the port shaft

respondent: Get starboard.

interviewer: Starboard shaft.

respondent: Just press gang.

interviewer: Press gang. And what indicator do you have that says they are ganged together.

respondent: Uh, there's a checkmark. Once you press gang, press accept, and there's a check mark box.

interviewer: Okay, and you saw that check mark?

respondent: Yes sir.

interviewer: Okay. So, roughly what time did you get that all head 1/3 at 5 knots.

respondent: That's really hard to say, I'm not sure.

interviewer: Okay.

respondent: I know, not long before we collided.

interviewer: Okay. So, you touched the port throttle indicator?

respondent: Yes sir, and they both moved out. Port and starboard were moving at the same time.

interviewer: Were you watching the heading at any time?

respondent: No, sir.

(b) (6)

17 Sept 08

interviewer: So, no idea if the vessel was moving port or starboard? Do you feel any change to port and starboard?

respondent: Uh, no, sir, I do not.

interviewer: Are you absolutely certain you only heard one speed change?

respondent: Um, until after we collided? I heard all stop.

interviewer: Before the collision.

respondent: Yes sir. I am absolutely certain.

interviewer: Okay. Walk me through one more time when you stood up the lee helm station. What was, so I mean, so you are at the helm station to begin with.

respondent: Yes sir.

interviewer: What mode was the helm station in?

respondent: Um, it was in backup manual.

interviewer: Okay. Do you know when they switched to that?

respondent: It was during the time when I was over on bridgewing. Started before I got over (incomprehensible).

interviewer: And when you got to the lee helm you had that station, that screen, what is it indicating, what is it showing which station has control for, for steering?

respondent: Oh, for steering?

interviewer: Yes, let's start with steering.

(b) (6)

17 Sept 08

respondent: If you look on the left side of the screen you have steering location and there's a drop box. On the steering location it says helm, which means it has it on the left side of the console.

interviewer: Okay. Uh, does that also show what, where the other stations are as well? Like for the aft steering, it has a list of stations?

respondent: Yes, sir. You have to press that.

interviewer: I'm sorry, say that again?

respondent: You have to press that, the drop box. And you, in order to switch it over have to press the location, press accept and then it shoots like a little message, let's say we are switching it to the forward. They will see the message, it will start blinking and someone has to personally press accept before.

interviewer: Okay. So, when you go to the lee helm station, what, what are those different station indicators showing?

respondent: I don't recall.

interviewer: Okay. You're not looking at where those stations are?

respondent: Focus on the throttle.

interviewer: Is anything blinking?

respondent: No, absolutely not. I would have noticed that.

interviewer: Okay. So, the Boatswain Mate of the Watch comes to this helm station to transfer the throttles. You on the lee helm station see the message for accept.

respondent: Yes, sir.

interviewer: And you accepted the port throttle.

(b) (6)

17 Sept 08

respondent: Yes, sir.

interviewer: Loss of steering gets reported, Boatswain Mate of the Watch goes off to handle the IMC and you reach to the helm station to transfer the starboard throttle over.

respondent: Yes, sir.

interviewer: Did (b) (6) do any transfers?

respondent: No, sir.

interviewer: Okay. So, (b) (6) did not initiate any transfers, did not initiate any acceptance on the lee helm?

respondent: No, sir.

interviewer: Did any one, could anyone have touched anything before you got to that lee helm? Like anybody set anything up beforehand? I mean, were your eyes on the lee helm like when you left the helm station?

respondent: Um, when I left the helm station, took a step over, my eyes were both on the throttles on the helm station and the throttles on the lee helm station. I was kinda in the way. If anyone even attempted anything on the lee helm they would have had to bump me because I was right in the middle of the screen.

interviewer: Okay. So, let me walk it back just a little bit further. (b) (6) relieves you at the helm. And, you know, Conning officer off my relief, very well, you guys switch out.

respondent: Yes, sir.

interviewer: Where did you go on the bridge?

(b) (6)

17 Sept 08

respondent: Um, just probably the same spot I was. I was getting ready to turn around, got stopped, and turned right back around, went over to next to

(b) (6)

interviewer: Okay. So, you were in front of the station the entire time?

respondent: Yes, sir.

interviewer: And again, that took place roughly around 5:15, 5:10ish?

respondent: Yes, sir.

interviewer: And within 5 minutes of that switch, sorry, the 5 minutes was between the loss of steering and the collision. Is that correct?

respondent: (incomprehensible)

interviewer: Like, let's get a rough time line in. It's rough, I understand, it's what you can remember. We'll say helm switch was at 5:15, you and

respondent: Yes, sir.

interviewer: How long till you were taking the port shaft, like accepting?

respondent: About 5-7 minutes go by.

interviewer: So, 5-7 minutes until you were on the lee helm, pressing the button and you've got it.

respondent: Yes sir.

interviewer: Because right around that time is also the report of loss of steering.

respondent: Yes sir.

(b) (6)

17 Sept 08

interviewer: From that report of the loss of steering to about the collision how much time would you estimate?

respondent: It didn't feel like very much. It felt like 15 seconds, but I, I would say a minute and a half. Two minutes at the most.

interviewer: Okay.

interviewer: So, maybe 120 seconds on lee helm, you say?

respondent: Sir?

interviewer: I'm sorry a minute and a half to two minutes on lee helm before the collision?

respondent: Uh, before, uh, from loss of steering to the actual collision.

interviewer: Okay. So, not exactly the time you were on lee helm

respondent: Not exactly, yes sir.

interviewer: But about there, so. Did [redacted] ever at any point touch the lee helm console?

respondent: Uh, no, sir.

interviewer: Did you see [redacted] touching the helm console?

respondent: (b) (6)? There was two (b) (6)s.

interviewer: Yeah, either one of them.

respondent: Uh, Yes sir.

interviewer: They were touching the helm console?

(b) (6)

17 Sept 08

respondent: Um, the first (b) (6), he's the one that helped switch the port over. Then he left and then once of steering happened his relief had came up there in that nick of time, came over, stepped in a little bit and pressed HPUs, switched to the backup HPUs.

interviewer: The second one was (b) (6) and the first one was (b) (6)?

respondent: Yes sir.

interviewer: Okay. And between the loss of steering and (b) (6) switching the HPUs, that's when you transferred.

respondent: Um, I had already transferred. For me to transfer it's not that, it don't take that long. So, loss of steering, I already had port shaft. I hurried up and did it real quick, the starboard. And (b) (6) had came up once I, after I.

interviewer: (incomprehensible) Okay. Did you see either (b) (6) push the big red button?

respondent: I did not see.

interviewer: Did you see either (b) (6) initiating the console method to transfer control to aft steering?

respondent: No, sir.

interviewer: Did you see either one of them accept steering control back on the bridge?

respondent: No, sir.

interviewer: Did any of them try to transfer control to you, steering control, to the lee helm?

(b) (6)

17 Sept 08

respondent: No, sir. I don't think any of us knew that you could transfer control to lee helm, at least I did not know that.

interviewer: You didn't know that you could transfer control to lee helm?

respondent: No, sir.

interviewer: But you're a qualified helmsman?

respondent: Yes sir.

interviewer: That was part of your PQS?

respondent: It's just a system, it's a different system. I guess the PQS doesn't match up with the system (incomprehensible).

interviewer: Okay.

interviewer: Did you touch anything else on the screen, the lee helm screen, other than the throttles?

respondent: No, sir.

interviewer: You didn't touch anything on, so nothing, I'm trying to think of what else is on the screen here, because if you've got like these steering stations are here on the left, you know. So, there's a question, if you wanted to use the touch screen to change your steering angle where is that button, like what do you do to change a rudder through the touch screen?

respondent: Uh, you can't do that on the helm station. On the forward station, you can.

interviewer: Okay. And how does that work?

(b) (6)

17 Sept 08

respondent: Again, you go to the steering location, (incomprehensible) I'm at, say, BCC, choose the message at BCC, press accept and then now you have the steering locations over there, and all you have to do is touch your finger, move it however far you want to go.

interviewer: Is it sensitive? Like can you just brush it and it moves it a little bit or does it actually have to be I'm holding down my finger on the screen and shift it over?

respondent: It's not like that (laughing).

interviewer: Okay.

respondent: I mean, you have to directly touch it. It's a little sensitive, I mean, cause like if you have big fingers like mine and try to get on an exact word.

interviewer: And all these touch screens can be pretty different. Like I touch my iPhone sometimes, it goes two pages over, and I'm like no, no.

respondent: Right, right.

interviewer: Okay. I definitely appreciate your patience on this because again we are unable to turn the screens on ourselves. We are unable to play with it.

respondent: Oh really?

interviewer: So, we are really trying to dig through your memory of how systems and data could, you know, come up with different possibilities here. Again, on the throttle, you touched the port throttle and it came down, and the starboard throttle came down at the same time?

respondent: Uh, no, sir. Just the port.

interviewer: Just the port.

(b) (6)

17 Sept 08

respondent: The drop-down box for the location?

interviewer: Okay. So, location, your change of speed.

respondent: Oh, for change of speed.

interviewer: When you are bringing it down to 27.11

respondent: Yes, sir.

interviewer: Do, do you touch 27.11 or do you have to touch and drag down?

respondent: You have to touch and drag down.

interviewer: And you didn't have to touch anything on the starboard throttle.

respondent: No, sir.

interviewer: How close are the two shafts together?

respondent: Pretty close.

interviewer: Any idea, like on the screen there? Is it like, are we talking about like that far, right next, could you accidentally do both with the same finger?

respondent: No sir, um, this one would be hard to draw. There's a lot.

interviewer: We have plenty of time. Just keeping the Boatswain Mate waiting.

respondent: Yes, sir. Let's see.

interviewer: How easy is it to tell if you move one shaft and the other one doesn't?

respondent: Um, it's pretty easy. Here, I'll show you.

(Long Pause)

(b) (6)

17 Sept 08

interviewer: Okay.

interviewer: So,

respondent: This like a rough, so, this is what I would be pressing to change.

interviewer: Uh-um.

respondent: My speed. So, I would drop this. So, let's say the give me 1/3 5 knots I would have to go look at this little board, it will tell me that the PCO is 27.11 so I would drop down and I would be watching this until it says it's 27.11. So, I would drop that down, and I would leave it there, press accept. I would say, both of them will move since we are in gang. But say the gang is not checked, let's say we are in trail check. This PCL would be 22.26 because we are trailing starboard, we're trailing port. This throttle, I mean, this engine, I mean the shaft is free form so I would only have to move this, this would be going at a spot and then I would move this. They'd give me like an order 2/3 for 10 knots, I'd just move this or vice versa. Say we're trailing starboard it would be the other way around.

interviewer: So, one more time, were you in split or trail?

respondent: Oh, we were in split.

interviewer: Split.

respondent: So, in split both engines are working.

interviewer: Okay. Sorry. Um, so when you are in, when it's ganged together you only have to hit accept on one side, you don't have to hit accept on both sides.

respondent: Yes sir.

interviewer: Okay. And then, so, I want to make sure I understand the description of that gang button together. Let's say if one was, you know, a little bit higher than the

(b) (6)

17 Sept 08

other for whatever reason and then you hit the gang button would one of them line up with the other or do they just stay at that difference?

respondent: Great question. So, let's say this one is all the way up here and this one is down here, right?

interviewer: Uh-um.

respondent: I hit gang and there would be like a, almost like a, I want to say it's like a dotted line where you want to go, so the engines, I mean the speed would still stay the same until you pick your speed you want to go to. So, these would be lining up on like almost, I won't say imaginary because it's not imaginary if you can see it, but it would be like a, um, a modified. So, you would go to the speed you want to go and then you press accept.

interviewer: Okay. And both of them will come to that dotted line?

respondent: Yes sir.

interviewer: What does it look like if let's just say the gang isn't on? And you just move this one?

respondent: Um, just the PCL would be moving

interviewer: And this PCL would move and this one doesn't.

respondent: It does not.

interviewer: Is there like a, does the dotted line go all the way across when it's not in gang?

respondent: Uh, no, sir.

interviewer: Does, uh, is there like a, like a color scheme here? Is this all, like is this green or is this red or something like that?

(b) (6)

17 Sept 08

respondent: It's like black and white. The numbers are white, maybe a little orange inside here.

interviewer: But does it change like above or below the line?

respondent: Uh, like during, it would go like this grayish color, so that's how you know that you're getting ready to change speed, trying to change speed.

interviewer: The grayish color is where?

respondent: It would be under the drop box. You can still see like the numbers inside, but it will just turn to like

interviewer: So, if I'm let's say, let's say somebody gives the order port ahead standard starboard ahead one-third, and you go, how do you, is it, is there a difference in these photos here, of the, are these indications here of, to help you see the speed or do you have to look at the small nodule on the side?

respondent: Um, you look at here, on gang at first and then uh, let's say starboard is ahead, or they give you an order port engine ahead, standard for 15 knots, you un-gang them, and then uh you go up to the 15, PCLs for 15 knots. Then they'll give you another order for the starboard so like they would only do that if we are going to trail shaft. There will be an indication of trail shaft if you're up above here. There will be a count. The count for trail shaft is 115% on one of the shafts and like 45 on another shaft. That will be your indication and until you say indicate plus 4 PCLs on your starboard shaft. Um, from the box it gives you like a rough estimate of what 4 PCLs mean. We all know what it is, we were told. So, you go up to 2226. And then they'll say, give you a speed change for the starboard, I mean for the port shaft.

interviewer: Okay. But I guess my question is this.

interviewer: Mind if I try?

(b) (6)

17 Sept 08

interviewer: Sure.

interviewer: Alright. So, if you're, again you're at two-thirds, so just above where you've drawn the dotted line here, and you've got this little box here that would line up at two-thirds, are there any other color changes, any other icons, anything else that will show you are at two-thirds?

respondent: No, sir. Unless I change, there would be an EOT, an Engine Order Telegraph, you have a change to go to that malfunction go there and it will tell you, you know that's for major speed changes. It will just have this, I think it's red and gray, they'll just have that and you'll go to two-thirds. You won't be focused on the PCLs at that time. I would say back two-thirds.

interviewer: Okay, so there's a different mode. There's an EOT mode. That, like, full ahead is like a box in the middle here, it says full ahead here, and as long as you put it somewhere in full ahead you're in full ahead.

respondent: Yes sir.

interviewer: But that's not the mode that you were in.

respondent: No, sir.

interviewer: Is there a name to the mode you were in?

respondent: There is one. I can't remember. It doesn't even make sense, the name of it.

interviewer: Okay. We'll call it non-EOT mode. Okay. So, some different mode. Okay. Good to know. All right. I think I probably asked you this last time. I want to ask again.

respondent: Yes sir.

(b) (6)

17 Sept 08

interviewer: What, what's the red button, like on the helm console, the big red button in the middle?

respondent: The emergency override?

interviewer: That's is. What does it override in an emergency?

respondent: Um, it switches the helm to backup manual. It's our default button.

interviewer: Have you ever pressed it?

respondent: No, sir.

interviewer: What's that?

respondent: No, sir.

interviewer: No, okay.

interviewer: Does it pass anything to aft steering or send any signals or alarms or anything?

respondent: Not that I know of.

interviewer: I don't have anything else.

interviewer: We definitely appreciate your time and your patience, coming out here again, drawing these sketches for us, answering these questions. Um, we've asked this question to a couple of folks, and I just want to ask. What do you think happened?

respondent: I don't know. I wish, I wish I could answer that. I ask myself that all the time.

interviewer: Uh-um.

(b) (6)

17 Sept 08

respondent: I honestly don't know. I know loss of steering happened out of nowhere. (incomprehensible) It was, It was just not normal.

interviewer: Did you hear anything when loss of steering happened?

respondent: As far as like bells, whistles?

interviewer: Any alarm?

respondent: No, sir.

interviewer: Just (b) (6) said it.

respondent: Yes sir.

interviewer: Okay. Did he say it out loud?

respondent: Yes sir.

interviewer: You heard him well?

respondent: Yes sir.

interviewer: Did everybody on the bridge hear him?

respondent: (incomprehensible)

interviewer: Uh, anything else you wanted to add to us, something that didn't come up in conversation, anything on your mind?

respondent: I forgot to mention that during the training process to become qualified, you also learn what to do during casualty as far as lost steering, man overboard, for lookouts it pretty much stay the same unless, aft lookout has to come up for like 5 quarters or something.

interviewer: Uh-um.

(b) (6)

17 Sept 08

respondent: That's basically it.

interviewer: Okay. That raises a good question. What, based on your training, what is your loss of steering casualty response?

respondent: Based on my training?

interviewer: As helmsman.

respondent: You would call it over, call it, tell OOD I have indication of loss of steering. OOD would "Okay, loss of steering". She will tell to switch up, or he or she will tell you to engage backup manual. You will let her know that you have the backup manual engaged.

interviewer: And how do you do that.

respondent: OOD, backup manual engaged.

interviewer: Oh, sorry, how do you, how do you engage backup manual?

respondent: Oh, you go to the drop box on the left corner of the helm station, press backup manual, press accept, and then you will test positive rudder control 5 degrees right, 5 degrees left. If you still have no positive rudder control you let her know, let he or she know. OOD, still have indication of no positive rudder control. Switching to backup HPUs. If we are on bravo, we will switch to alpha. You will press engage, accept, engage and accept for starboard and port. Then you would test for positive rudder control 5 degrees left, 5 degrees right. If you still have, still do not have positive rudder control you let the OOD know, tell he or she you are pressing the emergency maintenance override button. And then you ask permission to get on COMMS with aft steering.

interviewer: That emergency to main override is...?

(b) (6)

17 Sept 08

respondent: Is the big orange button.

interviewer: The big red button, the big one. Um, I don't want to put words in your mouth, but did you see that button get pushed?

respondent: No, sir.

interviewer: And then you get in COMMS with aft steering, they would take it?

respondent: They would take it.

interviewer: And how do they take it?

respondent: That's a great question. See, what the EOSS says, it was the step I just gave you, you press the red button. But I don't think that EOSS is updated to the system of this new helm system. So, usually we press the red button and it goes to aft steering, but for this system it only just goes to backup manual on the helm.

interviewer: That's definitely something we will be taking a look at.

respondent: Yes sir.

interviewer: You said the old system would send it back.

respondent: Yes sir. According to the EOSS, the Engineering Operation Sequential, something like that

interviewer: Okay. Thank you so much for your time.

respondent: Absolutely.

interviewer: If anything comes to mind later when you're in your rack and you say, "Oh wait, I wish I had told these guys something," again we will be here for a while longer and we will be definitely glad to get that information.

(b) (6)

17 Sept 08

respondent: Yes sir.

interviewer: Thank you so much.