

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 Aug 30

Interview with (b) (6) (USN)

Date of Interview: 17 Aug 30

Time of Interview: 1306

Interviewers: (b) (6) (USCG), (b) (6) (USCG), (b) (6) (NCOE)

Respondent: (b) (6)

interviewer: How do you say your first name again?

interviewer: (b) (6).

respondent: Yes sir.

interviewer: And you are (b) (6)?

respondent: Yes sir.

interviewer: Okay.

interviewer: Do you have a nickname that they call you?

respondent: Well, I'm actually TAD on my ship. They call me (b) (6). (laughing)

interviewer: That's a good name to have. So, again, good afternoon. I'm (b) (6). I am the senior investigating officer for the Activities Far East for the Coast Guard. Under the authorities of Title 46 US code 6301 and Title 46 CFR Part 4 an investigation is being conducted into the circumstances of the collision between the USS John S McCain and the ALNIC MC which occurred on August 21, 2017. This investigation is intended to determine the cause of casualty to the extent possible and to obtain the information for the purpose of preventing similar casualties in the future. To assist with the accuracy of our investigation we will be recording today's interview, which is taking place on August 30, 2017 at 13:06. The individuals assisting me on this investigation will now introduce themselves.

interviewer: I'm (b) (6). I'm uh the deck watch officer SME from Coast Guard headquarters.

(b) (6)

17 Aug 30

interviewer: I'm [REDACTED]. I'm with the Investigations National Center of Expertise in New Orleans.

interviewer: So, if we can, for the record, please state your name, your assignment aboard the vessel and your watch standing duty.

respondent: Um, [REDACTED]. Uh, what was the last question?

interviewer: Your watch standing duty?

respondent: I was lookout helm, lee helm for the 2 to 7 watch.

interviewer: 0-2 to 0-7. Alright. Uh, tell us a little bit about yourself. How long have you been in the Navy?

respondent: Uh, I've been in the Navy just a year, a little bit over a year. I'm on the USS Antietam. We actually ran aground earlier this year, which is why I'm TAD to John S McCain. Came out here to get quals and get a little sea time under my belt. I was actually getting ready to leave back Sunday but it got postponed.

interviewer: Understood. So, how long were you on board the Antietam?

respondent: Around, it's been a year since I've been on Antietam, since I've been with the command. We left in May, so around eight months.

interviewer: What type of vessel is the Antietam?

respondent: It's a cruiser, CG.

interviewer: Which number?

respondent: CG54.

interviewer: So, she's Tico?

respondent: Yes.

interviewer: Alright. And when did you join the McCain?

respondent: May 26, 2017.

interviewer: So, had a couple of months underway, going to the various missions that they have out here in the Pacific. How, just for a quick understanding, how's your day to day work usually play out?

(b) (6)

17 Aug 30

respondent: Uh, day to day is very routine. Every day is almost the same. You wake up, either go to watch or you have quarters. Start work. If you don't have watch from the 7 to 12 watch, then go to lunch. And then you might have watch after lunch or you continue working.

interviewer: Uh-um.

respondent: and then probably have the last watch maybe and that's it. I mean, uh, fit time in for studying and getting quals.

interviewer: Okay. So, your days, as you said, are fairly routine, pretty much either a day job with some watch put in there here and there. Nothing too, like you're not having 20 hour days of drills.

respondent: Oh, absolutely not.

interviewer: And operations or anything like that.

respondent: No, sir.

interviewer: Um, so up to the 21st it was just that day to day routine, you're sailing somewhere, you're standing watch, and if you're not on watch during the day, a little bit of deck work and time to hit the rack.

respondent: Yes sir.

interviewer: Okay, sounds good. alright. So, you said you had the 02 to 0700 watch there on the 21st. Um, anything of interest get passed along to you when you, cause you took the watch is it 30 minutes prior or how does that usually work?

respondent: I took it 15, well, that night I took it at 0145. Usually you try to be there between the 30 and the 45. Sometimes I show up at 30 just to be courteous to the next watch standing.

interviewer: And who was it that you switched out with?

respondent: Um, [REDACTED], or [REDACTED].

interviewer: Can you spell that?

interviewer: Is it P or a B?

respondent: P

interviewer: P

(b) (6)

17 Aug 30

respondent: (b) (6)

interviewer: (coughing)

interviewer: Okay. So, you switched out. Was there anything passed along of interest? I'm sorry. Were you taking lookout, helm or throttle?

respondent: Uh, I took lookout.

interviewer: Okay.

respondent: Port, on the port bridge wing. That's when, well, they told me, that's when we started in the channel it started getting bright at the beginning of the watch, that's when everything just started getting a little, starting, there was just a lot, a lot going on down there. There was just so many, so much traffic going on.

interviewer: Sure.

interviewer: So, you get a quick overview of everything that's out there. Um, were any mechanical issues or anything discussed as something that had come up earlier in the watch?

respondent: No, sir, none.

interviewer: Everything was running smooth?

respondent: It seemed normal, just a busy night.

interviewer: Uh-um. Alright. I will let you uh

interviewer: Okay. You were scheduled to be going off watch at 0700, but you were going to sit tight for special sea detail.

respondent: Yes sir. Well, usually we get off watch at 0630 on the 2 to 7 so we have 30 minutes to eat, but sea and anchor was scheduled an hour early so instead of a 5-hour watch it turned into a 4-hour watch so we were going to be relieved at 0530 instead of 0630. Once I got relieved at the 0, it was like 0510, 0515ish, they told me to stay up there to take the lee helm, just to help out because it was, like I said it was busy. A lot of maneuvering.

(b) (6)

17 Aug 30

interviewer: And when you switched out, you were, were you at the helm or at that point?

respondent: Yes sir. I was at the helm, and then I got relieved by [REDACTED] and I took the lee helm.

interviewer: And that's just right next to the helm.

respondent: Yes sir. Usually the helmsman, he uh operates both lee helm and helm, but like I said it was busy so they wanted one person on each before we set sea and anchor. Cause during sea and anchor you have a helmsman, you have a lee helm so I was just going to be filling in until my relief came in for sea and anchor.

interviewer: So, an hour, right around there.

respondent: Right about 30 minutes to an hour.

interviewer: So, you relieved at about 0515. In your own words describe to me the sequence of events, how things went from there. You take the lee helm. Who's on helm?

respondent: Uh, [REDACTED]

interviewer: [REDACTED] takes the helm.

respondent: You want up until the collision?

interviewer: Yeah.

respondent: Alright. So, I'm on the helm, normal turnover but we have this little pad that we read off of that tells what course we are going, what units we are on, the speed and what kind of engine configuration we are doing. So, he turned over with the CON. I was getting ready to leave and then that's when one of the officers pulled me back and told me to take the lee helm. So, I'm on lee helm. Boatswain

(b) (6)

17 Aug 30

Mate of the Watch is over there too as well. Uh, he's trying to help out. (b) (6)
(b) (6) switched the thrust control to the other console. We have two consoles.
There's a screen

interviewer: Who was the BMOW?

respondent: Uh, (b) (6).

interviewer: So, (b) (6), is assisting (b) (6) with shifting...

respondent: Uh, thrust control....

interviewer: ...thrust control...

respondent: ...to the lee helm station.

interviewer: ...station. Okay.

respondent: So, (b) (6) was over there. I was on the starboard side of the console. We are switching the thrust control. He has the port, he's switching port engine over and, and I'm getting ready to accept it then we lose steering.

interviewer: Okay. About to shift port engine when steering loss occurs. Okay.

respondent: And then, uh, once we lost steering I hear him switch the starboard engine over so I have full control of that., and (b) (6) he yells out. What you're supposed to do is yell out "loss of steering". So, he yelled it out. OOD, OOD told him to switch to alpha HPUs, right now we were on bravo at the time, and we switched to alpha.

interviewer: Okay.

respondent: And, um, they told, they said send the steering back to aft steering. That's when, actually BMOW had ran over to the station, called out the loss of

(b) (6)

17 Aug 30

casualty, loss of steering, and it was just me and [REDACTED] up there at the time. Then OOD told us, told him to switch, send it back to aft steering.

interviewer: After he attempted HPU bravo first, right?

respondent: Yes sir.

interviewer: And then emergency manual, was that attempted?

respondent: Uh, that was not attempted? It automatically, I don't know how, but, uh, it switched back. I really don't know. I was, I was more focused on the lee helm.

interviewer: Okay.

respondent: I just know, I know it did go back there. I think, I believe some of the Boatswain Mates that were already up getting ready for sea and anchor, they ran back there, and they took it over. They somehow, it's a, it's like a computer screen

interviewer: Sure.

respondent: So, you can just request to send it back, and I believe, not 100% sure, [REDACTED] sent it back.

interviewer: Okay.

respondent: You can, when you, you have to be there to see it. It's like, it's really like a computer screen. You just press buttons, and you press cancel or accept. It takes like 2 seconds to really do anything. Um, so once we sent it back, I believe, I heard the captain said "let's get an experienced, someone with experience on the helm." At the time [REDACTED], his relief, [REDACTED] was coming up cause he heard the loss, hear heard the loss of steering casualty. He was coming from the smoke deck so he ran up, and he was entering the bridge when the captain stated "let's get someone with experience on the helm" and [REDACTED] instantly, I mean [REDACTED] instantly took it over. He was really side by side with [REDACTED] but he had (b)

(b) (5)

17 Aug 30

control. Um, once, so aft steering picked it up, uh, I can't remember who went on **COMMS** with them. Someone had brought the headphones, hooked up the **COMMS** and they were asking did aft steering have positive rudder control or did they have the, did they have the helm? I don't know what was said, going on through there, but I think they did, and then they lost it. It shifted back up to the helm, and we gained positive control for like one second and then we lost control again. And, and that's when we collided. We just started drifting over to the left, to Portside. For some reason the rudder was, I believe, left 15 degrees when it came back to the helm the second time. [REDACTED] shifted, shifted his rudder right 15 cause it was just drifting, and we got hit. Once we got hit, I believe the XO had just walked up there. He said sound the collision alarm. They sounded it, and one of the officers came over the 1MC and put us in general quarters. And then [REDACTED] came behind him with the book. It's like, we have a book that we pass words in, the BMOW book, and he put us in general quarters. He sounded the general quarters alarm and stated the general quarters word over the 1MC.

interviewer: Tell me about the engine commands that you received.

respondent: Okay. Before I got off the helm we were, right before I got relieved we were at 15 knots for most of my time on the helm. I heard the captain tell the CON increase the speed so we went to 18 engines, or I mean 18 we were ordered 18 knots. About two minutes go by and then I was ordered 20 knots, and I got relieved after the 20 knots were, I was on 20 knots driving for about five minutes. [REDACTED] came and relieved me. We were still on 20 knots. After I shifted the thrust units we were still at 20 knots when we got hit, actually. And then I was ordered 5 knots, which is all engines ahead, he said all engines ahead, he said all engines ahead one-thirds, 5 knots, yes.

interviewer: I'm sorry. Just to be clear. You lost steering and you remained at 20 knots?

respondent: Yes sir.

(b) (6)

17 Aug 30

interviewer: You're absolutely certain about that?

respondent: Yes sir.

interviewer: Okay. Regained steering, aft steering and then lost it, came back up to the bridge temporarily, lost it there again, and the whole time still at 20 knots.

respondent: Yes, yes, sir.

interviewer: Okay. Up until the point...

respondent: Up until the point of impact, which is I was ordered the 5 knots, and then right after 5 knots, I was ordered all stop.

interviewer: Okay.

respondent: All engines stop.

interviewer: So, you were ordered 5 knots after the collision?

respondent: Yes sir. Everything happened so fast.

interviewer: Uh-um. Would you have a rough idea of when that steering casualty occurred to the time of collision, how long you feel that might have been?

respondent: The time in between?

interviewer: Uh-um.

respondent: Maybe like a minute, a minute and 15 at the most.

interviewer: Sure.

interviewer: Between the initial and the collision

(b) (5)

17 Aug 30

respondent: Yes sir.

interviewer: To the initial loss of steering?

respondent: Yes sir.

interviewer: What was the previous, you were standing lookout, you saw how many vessels were out there. What would you say was the bridge's awareness of the vessels nearby?

respondent: Um, they were very aware. They were going from bridge wing to bridge wing to center of the bridge the whole time, the whole watch actually. The captain was up there looking out as well. They were, they were very aware of what was surrounding us.

interviewer: And when you say they, OOD?

respondent: As far as the OOD, the **CON**, the Captain, Petty Officer of the Watch and JOOD.

interviewer: Petty officer of the watch?

respondent: He's like, um, I think he's just an extra person up there. When he answers the phone he always says Petty Officer of the Watch so I just. He's, he's still an officer but it's just an extra watch that they have to assist the OOD.

interviewer: Maybe, is that in addition to the JOOD?

respondent: Yes sir.

interviewer: Alright. So, **CON**, JOOD, Petty Officer of the Watch, OOD. And on this night, we have the CO?

respondent: Yes sir.

[REDACTED]

17 Aug 30

interviewer: Was XO at that time or did he come up later?

respondent: He came up later.

interviewer: Okay.

interviewer: Do you know why the shift in speed from 15 to 18 and then to 20? Was there, do you know why they shifted?

respondent: I have no idea. From my point of view, it was very stressful. I know during the night, I was just, my biggest focus was, was getting a clear, hearing from the CON a clear order and maintain proper course. That was my only focus. I was not trying to listen to any side conversations or anything.

interviewer: Who had the OOD?

respondent: Sir?

interviewer: Who had the OOD?

respondent: I can't remember her name. [REDACTED], it's a, it's a funny name. It's weird. I'm still new, I'm a, I'm still new on the ship. I don't know everyone...

interviewer: Sure.

respondent: ...by name.

interviewer: Do you remember who had the CON?

respondent: [REDACTED].

interviewer: Male?

respondent: Yes sir.

interviewer: Uh, Quartermaster of the Watch?

(b) (6)

17 Aug 30

respondent: [REDACTED].

interviewer: Petty Officer of the Watch?

respondent: [REDACTED].

interviewer: JOOD?

respondent: I can't remember his name as well.

interviewer: Ensign?

respondent: [REDACTED].

interviewer: [REDACTED].

respondent: Yes sir.

interviewer: Male?

respondent: Yes sir.

interviewer: So, the CO was on the bridge and uh, did the, who, who had the CONN?

respondent: [REDACTED]. He was assisting the CO, the CON, and they pretty much next to each other the whole time. The Captain was assisting with helping them out.

interviewer: Okay. And did the CO at any point take the CON?

respondent: No, sir.

interviewer: So, no announcement "CO, I have the CON". No transfer.

respondent: No, sir.

b1 (6)

17 Aug 30

interviewer: Where was he standing? Where was the CO standing at, on the bridge in relationship to you and the con? Was he standing to your left?

respondent: To my right, next to his chair. He was up front. He, the captain, he was moving a lot actually. He was walking back and forth, but when the collision happened he was on my right side in front, next to his chair.

interviewer: Okay. So, you would hear him before whoever was on the helm when it comes to earshot, you would hear the captain a little bit more directly than the person on the helm?

respondent: Um, I was on the helm at the time. I mean, when I was on the helm, I could hear the Captain, yeah, but as far as the orders go he never tried to take over the CON or give an order. He would tell, I heard him tell the CON what to do sometimes. Not the whole time, but he did assist, and the CON would order that.

interviewer: Okay.

interviewer: Okay, so all of your throttle commands and all your helm commands came from [REDACTED]?

respondent: Yes sir.

interviewer: And that includes that reduction of speed to 5 knots and then to all stop?

respondent: Yes sir.

interviewer: So, you said the CO was alternating between giving the CON direction and then giving the orders directly?

respondent: No, sir. He never tried to give the orders directly.

interviewer: Okay.

(b) (5)

17 Aug 30

respondent: He always assisted with the CON. He might tell the CON to increase the speed, like he said "increase your speed."

interviewer: Okay. But he didn't take the CON?

respondent: He did not take the CON.

interviewer: Okay.

interviewer: Any commands from the OOD?

respondent: No, sir.

interviewer: The communications are a little bit fuzzy for me between lookout to the bridge to command or combat and everything so could you explain that to me, how that works? Like if you saw a contact on your port side, how does that get communicated?

respondent: Okay. So, I'm standing port lookout, I see a contact. I have a headset and I have my binoculars. That night I had my NVGs, my night vision. So, what you would do, you would say "combat, this is port lookout, I have a contact bearing, whatever the bearing is". You give a little description, tell the target angle, the position angle, whether it's surface or not, surface or air.

interviewer: Uh-um.

respondent: Um, you try to describe it, what type of vessel it is. Is it a warship? Is it merchant? Cargo? You can't tell, just let them know. (b) (3) (A)

if you do see something like really close, like a small contact vessel like off port bow you should tell the OOD by yourself. You should run in and call the OOD over.

[REDACTED]

17 Aug 30

interviewer: So, it's not a restriction. You don't, you have that ability and authority to say "hey, guys I got something"

respondent: Yes sir.

interviewer: But that's generally for stuff that's close aboard?

respondent: Yes sir.

interviewer: Was there, was there anything, so you're, again when you're standing watch [REDACTED] Was there anything that they were having difficulty either picking up or maintaining? Anything they communicated to you that says they were having any difficulties?

respondent: No, sir.

interviewer: So, everything was

respondent: They were, when I was on lookout on COMMS they were communicating [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

interviewer: Uh-um. So, just before you, I take that back. So, the last position you had was helm before you went to lee helm.

respondent: Yes sir.

interviewer: So, you wouldn't have much picture on what contacts were around you, is that correct?

respondent: No, sir.

interviewer: Anything Mark?

(b) (5)

17 Aug 30

interviewer: Anything else that you can think of that's relevant for us? Any information that we should put together as we release information to the fleet that will help prevent this sort of thing.

respondent: Let me think, make sure I didn't miss anything. (pause) That's all.

interviewer: Are you aware of any, you've been on board for about three months or so, have you seen any previous casualties either during watch or anything that got reported to say something didn't work the way it was expected to?

respondent: Nothing too serious. Like when you are on the helm sometimes the HPU's that you're not using will say "major fault" and then they are called down to CCS and tell them to investigate. Like, usually it fixes itself. That's the only casualty. Except for actually we always lose like NAV1, NAV2, NAV3, CON1. Those happen very often.

interviewer: When you say you lose them, what happens when you lose them?

respondent: They actually, CIC they call over IMC loss of NAV1, and then I guess I don't know what happens after that. I guess they fix it. I really don't know.

interviewer: Probably a better question for a quartermaster. Do you know if they use paper charts or is everything on that electronic?

respondent: Don't quote me on this. I remember them talking, asking the same question. I don't think they use the paper charts anymore. Everything is on the screen.

interviewer: So, loss of NAV1 could be a little cause of concern if that's all your charts.

respondent: Yes sir.

(b) (6)

17 Aug 30

interviewer: Do you ever use autopilot very much?

respondent: Uh, yes sir. I've used it twice. Um, mostly on like Sundays

interviewer: Uh-um.

respondent: For some reason. It's usually like calmer on Sundays. We go slower. Usually steel beach outside, picnics. It's just nothing is around us usually when we go on autopilot absolutely nothing as far as I can see.

interviewer: Uh-um. Do you know if autopilot had been used earlier during your watch or during the night?

respondent: I don't know.

interviewer: It was not used during your watch?

respondent: It was not used during my watch. I don't know if it was used before. Most likely not. Most likely not.

interviewer: Is it an easy switch over or is it somebody just says "hey push that button" and you're on track?

respondent: Yes sir. So, the OOD will get permission from the Captain. The CON will tell you to switch to autopilot. (incomprehensible) It's like an iPhone. Click the screen, go down to auto. You can put the course you want to go, what kind of rudder do you want to use, no more than, we usually do no more than 15-degree rudder.

interviewer: uh-um.

respondent: Um, and they have performance, like do you want to use best fuel and best heading? Um.

(b) (5)

17 Aug 30

interviewer: When you say like an iPad or like a little touch screen, on what unit is that attached to?

respondent: It's on the helm.

interviewer: On the helm.

respondent: Yes sir.

interviewer: And it's clearly not something you can accidentally bump with your elbow and hey it's on or anything like that?

respondent: No, sir.

interviewer: It actually

respondent: You have to press it, you have to press accept.

interviewer: Okay, so it's multiple commands that you have to push?

respondent: Yes sir.

interviewer: Um, so when you say, you know, what heading do you want to be on, is, does that read from any other data like that NAV1 or anything or is it you have to actually say...?

respondent: You have to actually press it, so you press it and you go either let's say we are course 0-7-5, uh, you go up and down to 0-7-5. I think it goes actually when you press it, it goes 5 degrees or go down 5 and 10 degrees. So, you can't press 0-7-5.5. So, it has to be 0-7-5.0 and that's what the course you'd be on.

interviewer: Alright. So, that's a human input, it's not getting it from any other computer like...

respondent: Yes sir.

(b) (6)

17 Aug 30

interviewer: ...and I'm making an association to commercial side. You could tell on a commercial vessel here's our track line, follow that track and it will actually make turns and wherever you set the track line to. It is a manual human...

respondent: It is manual.

interviewer: ...somebody has to say 5-degree course change

respondent: Yes sir.

interviewer: Excellent. Okay. I wasn't sure how it worked on the Navy vessels and wanted to get that information. Alright. So, just to make sure that I'm understanding things correctly. Again, you'd been on the earlier watch. I know the sea and anchor detail is coming up so we are making some changes of who's on the bridge, who is not.

respondent: Yes sir.

interviewer: Due to the complexity, we said let's go ahead and keep you on lee helm for a little bit until sea and anchor detail so that we will have the folks who are actually going to be on lee helm will come up and take that position.

respondent: Yes sir.

interviewer: As, this is actually a good question. So, you said the Boatswain Mate of the Watch was switching things over to your console.

respondent: Yes sir.

interviewer: Is there a closer console at the, like the wheel itself? Why are we switching things?

respondent: So, there's a big box in the center of the bridge where the helm is. You got the wheel in the middle. On the left side you've got the helm, like where you

(b) (6)

17 Aug 30

type in your engine controls and you can see how much rudder you are using, has the HPUs. Pretty much everything is right there.

interviewer: Uh-um.

respondent: And then you have the left side where is usually, I mean the right side, it's usually shut off or I turn the screen down cause it's too bright when I'm on helm. It's just backup for special evolutions so like when lee helm takes over he can be over there instead of everyone crunched up on this little screen so you can switch it over to that side.

interviewer: So, if you're doing helm and lee helm combined,

respondent: Yes sir.

interviewer: You're at the wheel and if somebody says "give me 18 knots" it's like a digital touch screen or something?

respondent: Yes sir. We have this little card that tells us the PCLs of the knots so you go, it's a column, so you go I need 1/3 for 5 knots. I go 1/3 and I go all the way over. It has full power, split-plant. If you just read that PCL, go to the screen. You can either use the mouse, they have a mouse right there at the bottom or you do a touch screen by hand. You go up, go to the PCL and you press accept. The engine will do the work.

interviewer: And then on those ones on the right side, that's actually like a real throttle of something you have to move or is it another screen?

respondent: It's just another screen, yes, sir.

interviewer: Is there a physical throttle on board the ship now?

respondent: No, sir.

(b) (6)

17 Aug 30

interviewer: I'm getting old. Okay, so there's just more space over there. They move you off to that side. I'm switching over the things to that control and then we get the announcement that there's a loss of steering, that he doesn't have that control. They finish switching things over to you. The OOD says okay, try the other unit, try your backup unit. You're sitting there waiting for commands and nothing, no commands were given to you on the throttle.

respondent: No, sir.

interviewer: Okay. So, eventually they kick things back to the aft steering. They do their thing, somehow, they lose control of aft steering. It sounds like there's maybe a little confusion still, who has it, is it up, who's got who's got this.

respondent: Right.

interviewer: Um, is there any steering that can be done from your little control panel?

respondent: On my side?

interviewer: Like, like so that little touch screen panel, is anyone able to control steering?

respondent: So, on mine? No. But on the front of the bridge there is another console there where you actually have to, there's no wheel, so you have to touch screen and it's another option for steering.

interviewer: Okay.

respondent: It's call...

interviewer: But, oh go ahead

respondent: It's called BCC. I don't know what that means.

(b) (6)

17 Aug 30

interviewer: Uh-um.

respondent: I know when we do swing checks they have to do it up there.

interviewer: Alright. But that is not at the helm station, that is further up in the bridge?

respondent: Yes sir.

interviewer: Maybe near that uh, there's a gyro repeater center console. Is it anywhere near there?

respondent: Uh, the gyro repeater is actually right above.

interviewer: It's above.

respondent: Yes sir.

interviewer: But in that vicinity, maybe? How would you describe it? Where is this BCC?

respondent: Oh, it's actually, so you have the helm station right in the middle of the bridge. Right in the front where the officers stand, you have the OOD looking at the screen over on the left side and then the BCC is right on the right side.

interviewer: Okay. Closer to CO's chair?

respondent: Close to the CO's chair.

interviewer: Alright. Um, cause I'm curious about this BCC. How is control switched to the BCC?

respondent: Uh, again, you have to manually switch it over. So, you go on the top left of the screen, go down. You'll usually see helm on that column. You press helm,

(b) (6)

17 Aug 30

and it has a list of options you can switch it over to. Like aft steering and the BCC or go to auto.

interviewer: Uh-um.

respondent: And you have to manually press accept, and they have to accept it up there in front as well.

interviewer: Understood. Okay. Combining questions, the autopilot is only set from the helm station or are there other places where autopilot can be activated, to your knowledge?

respondent: Um, I'm not sure. I've never seen it set from anywhere else.

interviewer: So, then if you are going to use the autopilot I'm assuming that the steering has to be at that pilot station as well?

respondent: Yes sir.

interviewer: Where are your alarm panels at? When you have to like sound a general quarters collision, stuff like that, where is that panel at?

respondent: That's where the 1MC is used, right next to the bell on the 1MC. It's over there near the Boatswain Mate area. It's by his table to where he can have easy access to press it. It's over there on the port side, right when you enter the bridge.

interviewer: And I don't know if the question was asked, but was the collision alarm set?

respondent: Yes sir.

interviewer: Who did that?

(b) (6)

17 Aug 30

respondent: Boats Mate. Right when the collision happened, the XO actually had walked up and he told the Boatswain of the Watch to sound the alarm, right when. We was hit, it was sounded right after we got hit though.

interviewer: Right after? Not before? Or was it just timed just too close to call?

respondent: Uh, it was after.

interviewer: And what about general quarters?

respondent: General quarters.

interviewer: Was that one after that as well?

respondent: Yes sir. After we sounded the collision alarm we went straight to GQ, that is where they sound alarms and pass over the 1MC.

interviewer: Loss of steering, that was passed on the 1MC, right?

respondent: Yes sir.

interviewer: And again, you were, were you relieved and then went to repair locker or what was your action?

respondent: After the collision?

interviewer: Uh-um.

respondent: Once we got ordered all-stop, I was just standing there waiting for another order, which nothing was given. Just looking around. Just everyone was, it was crazy. It was just wow, like you can, you could see, like if you went to port side you could see the vessel you could see it lit up, it was like we were like we were attached to its bow. I was just waiting for a relief to come up. I waited. Everyone, people who had GQ stations came up. Eventually the lee helm came up, the actual lee helm during special evolutions came up. I went and asked the Boatswain Mate

b) (6)

17 Aug 30

"Should I go to the repair ladder?" He said "Yes, go, go down to repair ladder." I went to rep 2, which is my repair locker, and just got ready to combat fire or flooding, just ready.

interviewer: What's your position in rep 2?

respondent: Well, since I'm TAD I really don't have a set position in theirs. I like, I do like to help out. That night I was assigned to a de-watering crew originally, I was originally. Things changed. Originally, because the repair locker said we needed four guys. I was like, I got it. I'm gonna put my firefighting boots on, put my SCBA on and got the bags ready to go. There was a lot, just a lot was going on. It was, like a lot. Some time went by before I actually had to go help out with de-watering because all the rep lockers said they didn't need more people yet. They were handling the casualties at the moment.

interviewer: How close is rep 2 to uh where the actual collision was or where the damage was?

respondent: Rep 2 is all the way, it's the first rep locker in the front. So, the collision happened aft. It's all the way forward. You have to walk all the way down the ship just to get to where the collision

interviewer: Were they able to man the aft repair locker?

respondent: From my knowledge, yes sir. The aft repair locker is repair 3, and I believe there were people down there in repair 3, from my knowledge.

interviewer: I know we have hit on this before, and I'm just going to ask again just to make sure that I, I fully understand. We have said no throttle commands were given until after collision, asked to bring it to 5 and then to zero. Was there at any time a direction to split engines, to like put one forward, one aft, change pitch or any of those?

(b) (6)

17 Aug 30

respondent: No, sir. We were already in split plant configuration.

interviewer: Okay.

respondent: But all, both engines were ahead 20 knots. I was not ordered anything until after the collision.

interviewer: Okay. Alright. Well, we definitely appreciate your time here today in answering all of our questions. We want to open the floor to you in case you have any questions for us or if there is anything that did not come up in our conversation that you want to make sure that we are aware of.

respondent: Uh, I want to mention there was a modified navigation detail that came up. I do not know who the people were, do not know their positions. I just know a lot more people came up to the bridge.

interviewer: When was that?

interviewer: Was this before the collision?

respondent: Yes sir.

interviewer: Okay.

respondent: I think they come up 30 minutes or an hour before sea and anchor. I do not know who these people are.

interviewer: So, 5:30 or 0500?

respondent: I'd say about 05?

interviewer: And then that's because it just started getting a lot more crowded?

respondent: Yes sir.

(b) (6)

17 Aug 30

interviewer: Thank you. It helps give us an idea of, you know, normal operations versus again modified operations. Appreciate that. If there's nothing further, the last thing we want to mention is that as the investigation is ongoing we please ask you not to discuss this interview with other crew members simply because we want to make sure that the stories stay straight, that we don't start to mix up details from different individuals.

respondent: Absolutely.

interviewer: Definitely appreciate that. If there is nothing further, thank you again for your time here today. Thank you.

respondent: Thank you very much.

interviewer: Appreciate it.