

CUI

ATTENTION

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

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

UNITED STATES COAST GUARD

PRELIMINARY INVESTIGATION INTERVIEW CONDUCTED ON
BEHALF OF NTSB BY THE U.S. COAST GUARD

CAPTAIN [REDACTED]: Okay Ops, so a little bit different setup than you saw the first time. We've separated out the Coast Guard and Navy Investigations at this point. So I am Captain [REDACTED]. I am the Navy's Representative to the Coast Guard for their investigation on behalf of the NTSB. And the purpose of this investigation is to find out what happened and how.

[REDACTED]: Yes, sir.

CAPTAIN [REDACTED]: Okay, so with that I will turn it over to the Coast Guard.

LIEUTENANT [REDACTED]: Good Afternoon.

[REDACTED]: Good Afternoon.

LIEUTENANT [REDACTED]: I am Lieutenant [REDACTED], the Senior Investigating Officer for U. S. Coast Guard Activities Parties in Japan. Under the Authority of Title 46, U. S. Code 6301 and Title 46 CFR Part 4 an investigation is being conducted into the circumstances of the collision between the USS Fitzgerald and ACX Crystal which took place on June 17th, 2017. This investigation is

1 intended to determine the cause of the casualty to the
2 extent possible and to obtain information for the purpose
3 of preventing similar casualties in the future. To assist
4 with the accuracy of our investigation we will be recording
5 today's interview which is taking place on June 28th, 2017
6 at 1337. Assisting me again is Mr. [REDACTED] from the
7 National Center of Expertise for Investigations for the
8 Coast Guard as well as Lieutenant Commander [REDACTED] who is
9 a previous CO of Coast Guard Cutter. Again Captain [REDACTED]
10 is working as the Liaison Officer to help us assist
11 communications between the Navy and the Coast Guard and
12 Lieutenant Commander [REDACTED] from the Navy's Safety
13 Investigation Board is sitting in just to assist and record
14 the information being provided. If I have it correct, it
15 is Lieutenant [REDACTED]?

16 [REDACTED] Yes.

17 LIEUTENANT [REDACTED]: All right. So I will let Mr.
18 [REDACTED] lead off the questions here today.

19 LCDR [REDACTED]: Good afternoon.

20 [REDACTED]: Good afternoon.

21 LCDR [REDACTED]: Sorry for the delay. Thanks for
22 bearing with us. So if you could help me understand your
23 role as the Operations Officer onboard.

24 [REDACTED]: My role as the Operations Officer
25 involves the ships schedule.

1 LCDR [REDACTED]: And so in ships schedule in terms of
2 long-range planning, short-range planning, all of the
3 above?

4 [REDACTED]: All of the above.

5 LCDR [REDACTED]: So, (clears throat) so in talking
6 about the day's events that took place from getting
7 underway how far in advance was that plan prepared?

8 [REDACTED]: The underway date was decided prior
9 to us even pulling in the week before by our ISIC DESRON 15
10 so the date of underway December, oh excuse me, June 16th
11 was already established.

12 LCDR [REDACTED]: Okay and then how about for all the
13 different evolutions from ~~ammo~~ on load to flight
14 operations, to boat operations, ATGs visit onboard, how far
15 in advance was that day shaping up.

16 [REDACTED]: I do not have specific dates of
17 when everything was finalized for each event.

18 LCDR [REDACTED]: Would you say that planning for as many
19 events that took place that day, a common event for getting
20 underway for a patrol?

21 [REDACTED]: Yes, for Seventh Fleet access.

22 LCDR [REDACTED]: So who does, so you would be the
23 coordinator for all those different events and compiling
24 that schedule?

25 [REDACTED]: Yes, sir.

1 LCDR [REDACTED]: To what role and who do you
2 communicate that schedule to? Is it a direct report to the
3 Commanding Officer or do you operate through the Executive
4 Officer for the ship's schedule?

5 [REDACTED]: For the planning purposes I operate
6 with Desron 15 and the coordination of events that will
7 happen and I work for the detail officer in regard to
8 events that are going to take place.

9 LCDR [REDACTED]: So if you had an outside request, ATG
10 wanted to schedule their visit, the approval of that would
11 come from the Commanding Officer as that date being
12 selected?

13 [REDACTED]: So yes, we would work with ATG as
14 well as Desron informing them that that was the date
15 selected and then the Commanding Officer would ultimately
16 okay.

17 LCDR [REDACTED]: Yes, to just kind of give you clarity
18 as to whether there was a layer of senior management on
19 board that would have veto power over whatever you're
20 coming up with versus outside demand signals that you may
21 be receiving. Um, okay and so what are all of the, so as a
22 department head, what are the reportable divisions to you?

23 [REDACTED]: I have Deck Division which is the
24 OD, then I have OT Division which is more code and logic,
25 then Navigation and I also have OI.

1 LCDR [REDACTED]: So four divisions.
2 [REDACTED]: Four divisions and then I have the
3 Training Officer who works for me also.
4 LCDR [REDACTED]: And Training Officer.
5 LIEUTENANT [REDACTED]: So unlike some ships the Navigator
6 actually works for you not directly for the Captain?
7 [REDACTED]: That's right.
8 LIEUTENANT COMMANDER [REDACTED]: All right so to confirm
9 from our previous interview you were standing the 22 to 02
10 TAO Watch in combat?
11 [REDACTED]: Yes.
12 LCDR [REDACTED]: And since we did not talk
13 specifically about that take us through the preparations
14 leading up to you assuming the watch that you would have
15 undertaken on that evening.
16 [REDACTED]: For myself, I, before taking the
17 watch, usually I just wrap-up whatever work I need to
18 complete and then proceed to Combat Information Center and
19 speak with the TAO that is already on watch.
20 LCDR [REDACTED]: That TAO was?
21 [REDACTED]: Lieutenant [REDACTED], [REDACTED].
22 LCDR [REDACTED]: Thank you.
23 [REDACTED]: You're welcome.

Redacted portions of this transcript have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy.

1 LCDR [REDACTED]: Okay, so you're in combat, you're
2 getting your pass down from Lieutenant [REDACTED]. What sort of
3 things were a part of that pass down?

4 [REDACTED]: Just our current position, of any
5 R5s or requests for information from the Boss Higher
6 Headquarters if any meaning DESRON, so outside entities and
7 essentially that the plan essentially is the same to
8 proceed onto watch.

9 LCDR [REDACTED]: Okay, any other things that are part
10 of that pass down besides operational plans?

11 [REDACTED]: If there is anything significant
12 about equipment or weapons, postures that I need to know
13 about as well as just any questions I may have in regard to
14 what I am seeing on the display screen.

15 LCDR [REDACTED]: So was there, was there any noted
16 equipment issues?

17 [REDACTED]: No, no noted equipment issues.

18 LIEUTENANT COMMANDER [REDACTED]: Refresh me again for
19 when the TAO is supposed to assume the watch, it is quarter
20 after, half-past or three-quarter or on top of the hour?

21 [REDACTED]: Fifteen minutes prior to the top of
22 the hour.

23 LCDR [REDACTED]: Okay, I see.

24 [REDACTED]: Forty-five minutes after.

1 LCDR [REDACTED]: So for the 22 you would have reported
2 to combat at 2145 and looked to assume the watch at 22?

3 [REDACTED]: Twenty-one forty five. So I am
4 usually there before 2145.

5 LCDR [REDACTED]: There before, right. So you relieved
6 it on 45. All right, so you've arrived early, you've got
7 your pass-down. No noted equipment issues. You assume the
8 watch, so and assuming the watch try to paint that picture
9 for us being there as to what is going on in combat at the
10 time.

11 [REDACTED]: At the time I had my watch standers
12 there and we were waiting for the RHIB to be recovered.

13 LCDR [REDACTED]: And the purpose of the RHIB was to?

14 [REDACTED]: Take the ATG Assessors as well as
15 two other sailors ashore.

16 LCDR [REDACTED]: And was this taking of ATG passengers
17 ashore planned or unscheduled?

18 [REDACTED]: Planned.

19 LCDR [REDACTED]: Planned. The same with the two other
20 ship riders? Okay. All right so that was planned for,
21 executed, waiting for the RHIB return. Um, paint us the
22 tactical picture if you could of where you're at. We have a
23 chart over there if you would like to reference as to where
24 we would be navigating from and then kind of paint the
25 picture for us over there.

1 [REDACTED]: So were in this, we were in the
2 vicinity of the Aogashima Island, the drop-off point for
3 ATG and from there we just once the RHIB was recovered we
4 proceeded.

5 LCDR [REDACTED]: So just if you could again show us
6 Aogashima Island is?

7 [REDACTED]: We were entering the Sagami-Wan and
8 then Aogashima, if I can find, about in this vicinity.

9 LCDR [REDACTED]: Just west of the entrance to I would
10 say, is it Tokorozawa at that point, right?

11 [REDACTED]: Yes, so this is Tokorozawa but we
12 were in the area of Sagami-Wan.

13 LCDR [REDACTED]: Yes.

14 [REDACTED]: East. The entrance is east of the
15 vessel's position.

16 LCDR [REDACTED]: Right, so it depends on which way
17 you're looking at it.

18 [REDACTED]: Right.

19 LCDR [REDACTED]: No, I am sorry, you're right. West,
20 I'm sorry. You're right.

21 LCDR [REDACTED]: No, yep... I got it wrong. All right, so
22 what does traffic look like for us?

23 [REDACTED]: Um, there was, I can't recall what
24 the traffic picture.

25 LCDR [REDACTED]: Generally speaking.

1 [REDACTED]: There was traffic.

2 LCDR [REDACTED]: Traffic all over, obviously it is not
3 going to be on land, but if you could paint the picture of
4 vessel traffic flow, where it was coming from.

5 [REDACTED]: It was flowing back into
6 Tokorozawa.

7 LCDR [REDACTED]: Any outbound traffic?

8 [REDACTED]: Yes, both ways.

9 LCDR [REDACTED]: Both ways, so in and outbound traffic,
10 coming up between the pass between the island and the
11 peninsula there?

12 [REDACTED]: Yes.

13 LCDR [REDACTED]: Okay, based on previous watches that
14 you stood, how would you rate the traffic at that time,
15 scale of one to ten, ten being the worst traffic you've
16 seen and one being the lightest traffic you've seen.

17 [REDACTED]: I can't put an exact number on it
18 based on all of my watches. A three.

19 LCDR [REDACTED]: A three, okay. All right so the, at
20 that point the river turns and it is my understanding that
21 track lines weren't made available until your watch up on
22 the bridge? I note that it is not a function where the
23 navigator comes in and activates tracks or anything in
24 combat of that nature but did you have any communications

1 as to when the track lines were up and that we were
2 following track lines up on the screen?

3 [REDACTED] : I did not have any communications.

4 LCDR [REDACTED] : Okay and then part of the getting
5 underway routine, you have a Nav brief and then that Nav
6 brief is it just discussions over the special Sea and
7 Anchor detail evolutions and not the outbound transit to
8 sea or how does it normally done on the Fitz?

9 [REDACTED] : We encompass the special Sea and
10 Anchor portion of the track.

11 LCDR [REDACTED] : So the last watch point that would be
12 discussed as part of track lines would be the entrance buoy
13 to Tokorozawa?

14 [REDACTED] : Essentially it would be traffic
15 separation team.

16 LCDR [REDACTED] : All right so we are not proceeding to
17 the southwest through the channel. Talk to me about the
18 traffic picture. What sort of things were you aware of
19 during your watch as far as vessel traffic, tactical
20 picture stuff?

21 [REDACTED] : We had surface vessels present both
22 inbound and coming outbound too.

23 LCDR [REDACTED] : Is it getting heavier or lighter from
24 when you took the watch?

25 [REDACTED] : That I do not recall.

1 LCDR [REDACTED]: Okay. So we're, let's see. Talk to
2 me about communications between you and the watch standers
3 in combat. How does information normally flow, making its
4 way up to you? It could be from any of the watch stations
5 but I'd say let's use the surface picture as an example.
6 So start me from the most junior member of the floor and
7 how that communication works all the way up to you as the
8 TAO.

9 [REDACTED]: The junior member speaks to the
10 [crosstalk].

11 LCDR [REDACTED]: So be specific, which junior member,
12 so?

13 [REDACTED]: So SW.

14 LCDR [REDACTED]: So SW, okay.

15 [REDACTED] Speaks to the surface watchstander
16 based on information that he has on his screen. From there
17 the surface watch stander evaluates and they discuss
18 whatever information they are both seeing if they concur
19 and from there information is passed to the bridge and I am
20 listening. If there is anything they feel I need to know
21 specifically they will report that directly to me.

22 LCDR [REDACTED]: And what sort of things would they
23 bring to your attention specifically to you?

24 [REDACTED]: It depends on the situation.

25 LCDR [REDACTED]: Paint me a situation.

1 [REDACTED]: When it comes to normal merchant
2 traffic it is usually a conversation solely between the
3 surface watch stander and the bridge. If it is a more
4 tactical meaning other Navy vessels around us, usually I am
5 more involved and they will essentially break to myself the
6 TAO anything they feel is significant tactically.

7 CAPTAIN [REDACTED]: What about safety? Does Surface or
8 SWS, would they report to you if they thought there was an
9 unsafe situation developing?

10 [REDACTED]: Yes, sir they would.

11 LCDR [REDACTED]: Close CPA or COLT situation?

12 [REDACTED]: Yes.

13 LCDR [REDACTED]: Okay. What is the source of
14 information that the SWS and Surface are working off of?

15 [REDACTED]: They are working off of the radar
16 sir.

17 LCDR [REDACTED]: Which one?

18 [REDACTED]: The [REDACTED] radar.

19 LCDR [REDACTED]: Any other sources of information that
20 they use?

21 [REDACTED]: They have AIs, sir.

22 LCDR [REDACTED]: Okay. What else?

23 [REDACTED]: OSS.

Redacted (CUI) or as part of this page have been designated as Controlled Unclassified Information (CUI) by the US Navy.

1 LCDR [REDACTED]: Okay. Good. All right in talking
2 about equipment, how familiar are you with the 67 Radar
3 operations?

4 [REDACTED]: Not technically.

5 LCDR [REDACTED]: So if you were to sit down at the
6 watch station you wouldn't be able to necessarily dial in
7 certain settings, tracking actively contacts on the [REDACTED].

8 [REDACTED]: No, sir.

9 LCDR [REDACTED]: How about AIS? How would you use AIS
10 data?

11 [REDACTED]: I would just visually look at AIS.

12 LCDR [REDACTED]: And so for description AIS we're
13 talking about the AIS laptop. That laptop is an AIS
14 picture overlaid on VMS, is that correct?

15 [REDACTED]: I cannot confirm that the ability
16 is there to.

17 LCDR [REDACTED]: So talk to me just a little bit about
18 the picture of what you see on the AIS laptop. Is it
19 overlaid on a chart or is it just in a black screen?

20 [REDACTED]: Essentially on a black screen.

21 LCDR [REDACTED]: Okay. Is any of the information that
22 they've got over at the surface module available to you at
23 the front table? VMS, AS, OSS video?

24 [REDACTED]: OSS video is available to me to my
25 right side. I am able to see what they are seeing.

1 LCDR [REDACTED]: How about VMS can you punch-up VMS or
2 AS data?

3 [REDACTED]: No, sir.

4 LCDR [REDACTED]: Okay. Can you talk to me a little bit
5 about the two large monitors that are in front of the TAOs
6 station and how you employ them?

7 [REDACTED]: Yes. I have two monitors, two
8 large screen displays, one that is a surface display and
9 one that is an air display. The surface display primarily
10 displays surface contacts and the air display primarily
11 displays air contacts.

12 LCDR [REDACTED]: And so that particular watch was air
13 set up?

14 [REDACTED]: Air was not set up.

15 LCDR [REDACTED]: Okay so imagining then that the air
16 screen was black?

17 [REDACTED]: It was not black. It was still on.
18 However there were no air contacts on the screen.

19 LCDR [REDACTED]: Okay and then your surface picture.
20 Tell me how that picture that is on the large screen
21 display is developed through the watch stations.

22 [REDACTED]: So my station is receiving input
23 and so I am only able to, able to view essentially surface
24 contact on the screen.

1 LCDR [REDACTED]: So those are only what is being
2 actively tracked in order to make it up on that display?

3 [REDACTED]: Yes, so any contact. There are
4 filters that can be utilized so, but I am displaying no
5 contacts on that screen.

6 LCDR [REDACTED]: And so to clarify further, no contact
7 has been evaluated by surface? Any contacts that are not
8 fully evaluated by surface made aware on your screen or not
9 until they are evaluated?

10 [REDACTED]: Yes I can. [REDACTED] can have those on my
11 screen.

12 LCDR [REDACTED]: And is that one of those filters that
13 you are talking about? How do you normally have that
14 filter set?

15 [REDACTED]: It varies depending on the watch.
16 But I do display friendly surface contacts, unknown surface
17 contacts and pending surface contacts.

18 LCDR [REDACTED]: That is your default to start and then
19 you will filter those out depending on situation. So what
20 that means if SWS or Surface generate a track on [REDACTED] video,
21 you are going to see an ADS?

22 [REDACTED]: Yes.

23 LCDR [REDACTED]: Based on what you just told us is that
24 correct?

25 [REDACTED]: Yes, sir.

1 LCDR [REDACTED]: Whether it is pending or evaluated you
2 are going to see it?

3 [REDACTED]: Yes, sir.

4 LCDR [REDACTED]: Okay. All right so again you're making
5 your transit, all watch stations are performing their
6 responsibilities. Talk to me about the watch. How is the
7 watch going, is it particularly busy, overburdened, under
8 burdened, quite, loud those types of details, what is
9 going on in combat?

10 [REDACTED]: It wasn't particularly
11 overburdened. It was not loud in combat either.

12 LCDR [REDACTED]: How about communications with the
13 bridge? Were you aware of any communications between
14 bridge, CIC, tasking that may be received from the bridge
15 or any information being floated up to the bridge from
16 combat?

17 [REDACTED]: No.

18 LCDR [REDACTED]: So prior to the collision do you
19 recall if you were actively tracking the CSX Crystal, ACX
20 Crystal excuse me?

21 [REDACTED]: I do not recall.

22 LCDR [REDACTED]: Same way of asking the question but
23 don't recall seeing it on your large screen display?

24 [REDACTED]: I cannot specifically say for myself
25 that I was tracking that contact.

1 LCDR [REDACTED]: Did you hear. What would be one of
2 your first or earliest indications that something was going
3 wrong before the collision?

4 [REDACTED]: When I looked over at OSS.

5 LCDR [REDACTED]: And what was it specifically that you
6 saw OSS that caused you to be concerned?

7 [REDACTED]: I saw a contact that was very
8 close.

9 LCDR [REDACTED]: And upon seeing that about how much
10 time elapsed from seeing that to when the collision
11 actually took place?

12 [REDACTED]: Seconds.

13 LCDR [REDACTED]: You started by you looked at OSS, are you
14 talking about looking at the OSS video that you had
15 available at the front table?

16 [REDACTED]: Yes, sir.

17 LCDR [REDACTED]: Okay. So when he panned the camera
18 over for whatever reason, you saw it and you saw it and
19 recognized it, that it was a potential problem.

20 [REDACTED]: Yes, sir.

21 LCDR [REDACTED]: Okay. So throughout your watch and
22 maintaining your situational awareness on the picture being
23 painted before you on the large screen display, do you
24 recall any time where the Fitzgerald had come close to any
25 nearby ships?

1 [REDACTED]: No, sir.

2 LCDR [REDACTED]: If you were to estimate how close one
3 of those ships would have passed, how close aboard would
4 one of those ships have passed from the picture you were
5 maintaining?

6 [REDACTED]: I do not remember specific
7 distance.

8 LCDR [REDACTED]: Five miles?

9 [REDACTED]: Closer than five miles?

10 LCDR [REDACTED]: Two miles?

11 [REDACTED]: I, potentially, sir, but I am not
12 100 percent sure.

13 LCDR [REDACTED]: Just trying to get into a ballpark of.

14 [REDACTED]: I would say less than five mile but
15 greater than 2 miles.

16 LCDR [REDACTED]: Okay. Between the two and five mile
17 range. What's the COs CPO reporting threshold?

18 [REDACTED]: Six thousand yards, sir.

19 LCDR [REDACTED]: Okay. Do you recall whether any
20 vessels passed within that range and whether the bridge
21 made any contact reports to the Captain during your watch?

22 [REDACTED]: I am not aware of any contact
23 reports at the bridge.

1 LCDR [REDACTED]: Okay. Did you or any OD or did you and
2 the Surface and the OD have any conversations about vessels
3 that run within 6 K?

4 [REDACTED]: No, sir.

5 LCDR [REDACTED]: So knowing that the collision taking
6 place in your opinion where do you see a vessel such as the
7 ACX getting left out of that common operating picture that
8 combat and bridge was maintaining throughout your watch?

9 [REDACTED]: Sir, can you repeat the question?

10 LCDR [REDACTED]: So what I am trying to get at is how
11 do you think given all of the routines of all of the
12 different watch stations, both the bridge looking for
13 contacts, both combat looking for contacts and still this
14 contact was missed. What do you attribute as being the
15 main causative factor for missing that?

16 [REDACTED]: I do not know, sir.

17 LCDR [REDACTED]: Any idea of how that could go missing?

18 [REDACTED]: I can only speak for myself in that
19 I did not see any contact that caused me alarm in regard to
20 its distance for me. As far as the other watch stations I
21 cannot.

22 LCDR [REDACTED]: Again as far as I am aware that all
23 those other watch stations report to you so do you think it
24 is equipment, do you think it is training, do you think
25 it's experience? There is a number of different causative

1 factors that could be determined as contributory to missing
2 a vessel of that size. I would like kind of some insight
3 as to where you think that would fall. Whether it is on
4 bridge, communications, equipment failures, anything?

5 [REDACTED]: There is a possibility for a lot.
6 Equipment, training, communications, sir.

7 CAPTAIN [REDACTED]: I'll jump in. Okay AIS are you aware
8 of any degradations to Fitzgerald's AIS system and its
9 performance historically?

10 [REDACTED]: All I know sir is that we were
11 getting a new AIS laptop.

12 CAPTAIN [REDACTED]: You had received a new one or you were
13 due to get a new one?

14 [REDACTED]: I believe we had just received one,
15 sir.

16 CAPTAIN [REDACTED]: Was that the one that was in combat?

17 [REDACTED]: I do not know where it was placed.

18 CAPTAIN [REDACTED]: Do you know why you got a new AS
19 laptop?

20 [REDACTED]: I do not, sir.

21 CAPTAIN [REDACTED]: Okay. Do you know if? So describe
22 for us what AIS equipment and information is available in
23 combat.

24 [REDACTED]: What AIS information is available
25 in combat, sir?

1 CAPTAIN [REDACTED]: Yeah. Where is displayed and what
2 equipment is in combat?

3 [REDACTED]: We have an AIS laptop, sir next to
4 the surface watch center.

5 CAPTAIN [REDACTED]: Okay and where can that information be
6 accessed in combat?

7 [REDACTED]: Only at the surface watch station,
8 sir.

9 CAPTAIN [REDACTED]: Okay. Where is AIS installed on the
10 bridge, do you know?

11 [REDACTED]: I am not 100 percent sure of the
12 location, sir.

13 CAPTAIN [REDACTED]: Okay. Is it available on the bridge?

14 [REDACTED]: It is yes, sir.

15 CAPTAIN [REDACTED]: Okay. Are you aware of whether or not
16 AIS data integrates with the ARPA on Fitz so that if you
17 look at the ARPA you see [REDACTED] Video and AIS data overlaid on
18 each other? Do you know if that has that capability?

19 [REDACTED]: I am not 100 percent sure, sir.

20 LCDR [REDACTED]: Okay. Are you aware of any
21 degradations to the [REDACTED] and the [REDACTED] that would have
22 undermined those two systems ability to support surface
23 contact management?

24 [REDACTED]: Any degradation that I knew of in
25 the [REDACTED] I believe was corrected previously.

1 LCDR [REDACTED]: So going, coming onto your watch there
2 was no new or longstanding material degradations to either
3 one of those radars as far as you know?

4 [REDACTED]: Any longstanding with the [REDACTED] I
5 believe was corrected previously.

6 LCDR [REDACTED]: Okay. How about the [REDACTED]?

7 [REDACTED]: I do not know of any material
8 degradation to the [REDACTED], sir.

9 LCDR [REDACTED]: Okay. Was that discussed between you
10 and your predecessor as part of turnover?

11 [REDACTED]: No, sir.

12 LCDR [REDACTED]: Okay. Where there any other material
13 degradation that you discussed during turnover that might
14 have had an effect on your ship's ability to keep track of
15 surface vessels?

16 [REDACTED]: No, sir.

17 LCDR [REDACTED]: So a few questions about the CO's
18 standing orders. So you said 6000 yards is the CPA
19 reporting threshold so walk me back from that. So it is
20 6000 yards. By when is that report supposed to be made to
21 the captain?

22 [REDACTED]: I do not remember the exact order
23 sir.

24 LCDR [REDACTED]: Okay. What is the Captains' standing
25 orders? What is his direction about CICs responsibility?

1 What is the range threshold for tracking all surface
2 vessels in accordance with the standing orders?

3 [REDACTED]: It is 40,000 yards, sir.

4 LCDR [REDACTED]: Okay. At 40,000 yards what is your
5 best detection tool at that range. What piece of
6 equipment?

7 [REDACTED]: It is still, depending on land
8 surrounding us and essentially clutter, it is still the
9 radar, the surface radar.

10 LCDR [REDACTED]: Which one specifically? Is there one
11 better than the other?

12 [REDACTED]: I can't speak to which one is.

13 LCDR [REDACTED]: So between the [REDACTED] and the [REDACTED] which one
14 is the long-range surface search radar and which one is a
15 shorter range radar?

16 [REDACTED]: [REDACTED] is long-range.

17 LCDR [REDACTED]: Okay, [REDACTED] is which one?

18 [REDACTED]: The long-range, sir.

19 LCDR [REDACTED]: [REDACTED] is the long-range radar?

20 [REDACTED]: [REDACTED], sir.

21 LCDR [REDACTED]: Okay. Um, I know you talked about
22 this earlier in the week but let's go back over your quals.
23 So when did you qualify TAO?

24 [REDACTED]: Looking at my TAO letter it was
25 date 20 February 2017.

1 LCDR [REDACTED]: So February this year. And I know you
2 came, you're previously qualified on think on the Campbell
3 as OD, is that correct? So when did you get your requal
4 for OD onboard Fitz?

5 [REDACTED]: I don't remember the specific, it
6 was either March or April, sir.

7 LCDR [REDACTED]: Of this year?

8 [REDACTED]: Yes, sir.

9 LCDR [REDACTED]: Okay. When did you report?

10 [REDACTED]: [REDACTED]

11 LCDR [REDACTED]: [REDACTED] All right. And from
12 your previous division officer tour, do you have any
13 qualifications, any work or coordinator qualifications?

14 [REDACTED]: Air worker.

15 LCDR [REDACTED]: Air okay. So that makes you familiar
16 with console operations?

17 [REDACTED]: Yes, sir.

18 LCDR [REDACTED]: And how the system operates?

19 [REDACTED]: Console operations more so on a [REDACTED]
20 base line versus the [REDACTED].

21 LCDR [REDACTED]: Copy. Okay. All right. What kind of
22 Rules of Road training does Fitz do? Could you walk us
23 through that? What kind of training, do you test, how
24 often, who takes the tests?

1 [REDACTED] : I cannot give a specific interval
2 of when the tests are performed but Rules of the Road tests
3 are given.

4 LCDR [REDACTED] : Who takes the tests?

5 [REDACTED] : The, I know divisional officers to
6 take the test but I don't have the specific roster of
7 everybody who has taken it.

8 LCDR [REDACTED] : Do department heads and/or TAOs take
9 the tests?

10 [REDACTED] : I personally have not taken a Rules
11 of the Road test while on the Fitzgerald.

12 LCDR [REDACTED] : So once you I am going to ask this
13 question again in another day. What is your role as TAO in
14 execution of surface contact management? It's a team
15 effort, you got all kinds of folks who are involved in it
16 and you are the senior watch stander in combat you are the
17 senior watch stander on watch. So walk us through what
18 your understanding of your role as TAO is in managing the
19 surface picture.

20 [REDACTED] : For myself I just ensure that a
21 safety issue is not present and that I am aware of all the
22 maneuvers that the bridge is conducting.

23 LCDR [REDACTED] : Okay so how do you maintain awareness
24 so that you can QA? By safety you mean no close CPAs, no,

1 you know managing risk collision right? So how to you
2 maintain awareness of that?

3 [REDACTED]: Looking at the large screen display
4 and essentially looking at any contacts that I feel may,
5 that I am specifically focused on.

6 LCDR [REDACTED]: Okay how would you characterize the
7 quality of communications between you and the bridge?

8 LCDR [REDACTED]: Overall on a normal watch or
9 specifically?

10 LCDR [REDACTED]: On a normal watch and then that night,
11 that midwatch. We're just trying to get a sense of what's
12 the custom on Fitz, lever of coordination and collaboration
13 between bridge and CIC.

14 [REDACTED]: Yes sir. More specifically it
15 often depends on who is the OD on watch. Confidence
16 wise in the OD that I stood watch with him before and I
17 know how they manage the picture. It may be more if I have
18 less confidence in an OD or less stiffening in the
19 confidence that I have in that OD.

20 LCDR [REDACTED]: Okay how about that night?

21 [REDACTED]: Minimal.

22 LCDR [REDACTED]: Minimal. Why minimal? Not much going
23 on, super confident in the watch officer, what was the
24 reason for minimal COMMS?

1 [REDACTED] : I stood watch with that OD before
2 and there was nothing that I was alarmed about that made me
3 feel like I needed to consistently talk to the OD.

4 LCDR [REDACTED] : Okay. Were you - are you aware of any
5 close calls? By that I mean CPAs that were violated the
6 Captain's 6000 yard standing order prior to the collision
7 on that midwatch?

8 [REDACTED] : No, sir.

9 LCDR [REDACTED] : Do you recall any bridge
10 communications? You can monitor bridge-to-bridge in
11 combat, right?

12 [REDACTED] : Yes.

13 LCDR [REDACTED] : Right. Is it turned up and is it in a
14 place where you can hear it yourself?

15 [REDACTED] : If the surface is turned up loud
16 enough.

17 LCDR [REDACTED] : Okay. I mean so what is the custom?
18 Is it usually turned up?

19 [REDACTED] : It's open.

20 LCDR [REDACTED] : Okay. So do you recall any bridge-to-
21 bridge communications at all during that watch? Was there
22 a standard chatter from the area coming over bridge-to-
23 bridge?

24 [REDACTED] : I don't remember any COMMS over
25 bridge-to-bridge then.

1 LCDR [REDACTED]: Okay. So that would mean you don't
2 recall any outbound or inbound COMMS to Fitz leading up to
3 the collision?

4 [REDACTED]: Nothing.

5 LCDR [REDACTED]: Okay, do you recall. So as far as our
6 contact management process, MOBOARDS in accordance to the
7 captain's standing orders are supposed to be done right.

8 [REDACTED]: Yes, sir.

9 LCDR [REDACTED]: What's the CO's standard for when to
10 conduct MOBOARDS?

11 [REDACTED]: I don't remember the exact verbiage
12 in the standing orders, sir.

13 LCDR [REDACTED]: Okay. Do you recall MOBOARD being
14 conducted by the Watch Stander on the SWS in combat at that, on
15 that midwatch?

16 [REDACTED]: No, sir.

17 LCDR [REDACTED]: No, okay. So, you've been on board
18 since [REDACTED] of [REDACTED] and you're prior FDNF right? You were
19 on McCampbell. How many years did you spend out here as a
20 DIVO?

21 [REDACTED]: Four and a half, sir.

22 LCDR [REDACTED]: So did a single longer tour on the
23 Campbell?

24 [REDACTED]: Yes, sir.

1 LCDR [REDACTED]: Okay. You came in as what? What
2 billet?

3 [REDACTED]: OI DIVO.

4 LCDR [REDACTED]: OI DIVO and then just kind of walk us
5 through the different billets you had on McCampbell?

6 [REDACTED]: OI DIVO to Engineering, so Main
7 Propulsion Officer where I completed the remainder of my
8 first tour and then completed up as the Fire Control
9 Officer.

10 LCDR [REDACTED]: Okay. So you spent a lot of time
11 coming in and out Tokyo Bay?

12 [REDACTED]: Yes, sir.

13 LCDR [REDACTED]: How many transits would you estimate
14 you've done specifically through this area where either
15 inbound or outbound. You're coming in on the west side of
16 Agoshima, you can ballpark it?

17 [REDACTED]: I do not recall, sir.

18 LCDR [REDACTED]: How many, is it one, is it ten, twenty
19 just a rough order of magnitude?

20 [REDACTED]: Possibly twenty, sir.

21 LCDR [REDACTED]: Okay. So given that and with you
22 actually on watch, either on the bridge or in combat, is
23 that twenty still the number?

24 [REDACTED]: For me being physically.

1 LCDR [REDACTED]: Yea, I should have been more clear,
2 you actually on watch, either on the bridge personally
3 experiencing that transit or in combat personally
4 experiencing in that transit. How many times would you say
5 that?

6 [REDACTED]: Possibly ten, sir.

7 LCDR [REDACTED]: Okay. All right. So again, rough
8 order magnitude, just show us, walk us through from
9 finishing boat operations in the general transit route that
10 you took, that it was intended, right, had the collision
11 not occurred, where are the major. where would you expect
12 to see significant traffic that you would have to
13 negotiate? So starting up here where you departed from
14 boat operations.

15 [REDACTED] coming from boat operations
16 essentially leaving from Sogami-Wan there is a significant
17 amount of traffic just making it transit back up to
18 Tokyo.

19 LCDR [REDACTED]: Right. Could you show us kinda where
20 that would be? Cause I know that there is traffic
21 separation schemes that aren't indicated on that chart.

22 [REDACTED]: Yes, sir.

23 LCDR [REDACTED]: If you can kind of point out where
24 those are.

25 [REDACTED]: So going up through here.

1 LCDR [REDACTED]: Okay.

2 [REDACTED]: So traffic that is exiting down and
3 then also traffic that is going in to make their transit
4 either to Yokohama or up into Tokyo.

5 LCDR [REDACTED]: Okay.

6 [REDACTED]: So there is significant traffic and
7 then also in this general vicinity down here as traffic
8 starts to come up or come across.

9 LCDR [REDACTED]: Okay. So it builds south of the Izu
10 Peninsula like coming up from Nagoya right, places like
11 that? Okay. Um, did Fitz as part of its underway
12 preparations conduct a brief to discuss the navigation
13 transit beyond the sea detail to discuss the transit,
14 transit intentions, what the track looks like, likely high
15 traffic density areas? Is that part of Fitz's battle
16 rhythm? Do you guys do that?

17 [REDACTED]: No, sir.

18 LCDR [REDACTED]: Okay. So you, to the extent that you
19 discuss transiting it basically it is from pier side to
20 wherever your, you secure detail which is out to the sea
21 buoy, right?

22 [REDACTED]: Yes, sir.

23 LCDR [REDACTED]: Okay. Um, deck logs indicate that the
24 CO and XO lay below about 2300 at the conclusion of boat

1 operations. Did the CO and/or the XO ever come through
2 combat on your watch?

3 [REDACTED]: No, sir.

4 LCDR [REDACTED]: To your knowledge did the CO and XO
5 ever go to the bridge after they lay below before the
6 collision?

7 [REDACTED]: To my knowledge, no sir.

8 LCDR [REDACTED]: Okay. If that had, is that something
9 you think you would be made aware of?

10 [REDACTED]: Yes, sir they could report CO on
11 the bridge. I would not know if they were on the bridge.

12 LCDR [REDACTED]: Okay. What's your sense for how hard
13 the bridge was working that night to manage contacts?

14 [REDACTED]: I do not have a sense of how hard
15 they were working, sir.

16 LCDR [REDACTED]: What would you say was the relevant
17 level, knowing who is on the bridge, and the fact that you
18 are a more experienced officer and you are a department
19 head, what would you assess is the general level of
20 experience of the bridge team on that watch?

21 [REDACTED]: Can you give me categories so I can
22 make sure I'm in line with your way of thinking, sir?

23 LCDR [REDACTED]: So again, let's say, let's go one at a
24 time and I am specifically talking OOD, JOOD, CONN those
25 three.

1 [REDACTED]: Yes, sir.

2 LCDR [REDACTED]: In combination those three officers
3 who were supposed to be working together to keep the ship
4 safe.

5 [REDACTED]: Yes, sir.

6 LCDR [REDACTED]: On a scale of 1 to 10 with 10 being,
7 you know, the most qualified, experienced professional team
8 that you have ever worked with and one being three ensigns
9 haven't even bunked B dock yet, right?

10 [REDACTED]: Yes, sir.

11 LCDR [REDACTED]: Right. So as a threat to national
12 security, you know, on that 1 to 10 scale where would you,
13 where would you put that bridge team?

14 [REDACTED]: And this is all combined.

15 LCDR [REDACTED]: Uh-huh, yeah.

16 [REDACTED]: Seven, sir.

17 LCDR [REDACTED]: Okay. Ah, so the ensign, I think the
18 CONN had been on board a month, right?

19 [REDACTED]: Yes, sir.

20 LCDR [REDACTED]: Brand new, the JOOD, the lieutenant
21 who is that?

22 [REDACTED]: Name, sir?

23 LCDR [REDACTED]: Yeah.

24 [REDACTED]: Lieutenant [REDACTED].

25 LCDR [REDACTED]: Okay, what's [REDACTED]'s billet?

1 [REDACTED] : She's the MNO.
2 LCDR [REDACTED] : Is she an 11-10 or is she a warrant
3 LDO type?
4 [REDACTED] : 11-10, sir.
5 LCDR [REDACTED] : Okay. Okay and then of course the
6 OOD. How long that the OOD been standing OOD?
7 [REDACTED] : I do not know sir.
8 LCDR [REDACTED] : Okay, fine. Is it fair to say that the
9 reason you give them a 7 out of 10 is, these are my words,
10 tell me if this is accurate or not, is it really your
11 confidence in the Office of the Deck based on your personal
12 experience?
13 [REDACTED] : The 7 out of 10 was the combination
14 of all bridge watchstanders.
15 LCDR [REDACTED] : Okay, I'm good for now.
16 LIEUTENANT [REDACTED] : Just going through a couple of
17 notes I made here through our interview today. When you
18 say that you need to switch over at 2145 between watch-to-
19 watch, does the TAO complete the watch changeover before
20 the OOD or is that at the same time?
21 [REDACTED] : It is at different times.
22 LIEUTENANT [REDACTED] : Different times. Okay, so TAO
23 first or OOD first?
24 [REDACTED] : The OOD is usually on station
25 before BTAO assumes the watch.

Redacted portions of this page have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy.

1 LIEUTENANT [REDACTED]: And when you say on station you
2 mean they have.

3 [REDACTED]: They have the watch.

4 LIEUTENANT [REDACTED]: The watch. We've mentioned the
5 traffic separation scheme here a couple of times going into
6 the harbor and then the one that is below the peninsula,
7 clearly that is not on the chart, it is voluntary. What
8 sort of training are you aware of on the Fitzgerald for
9 making sure that persons on watch are aware that that
10 separation exists?

11 [REDACTED]: Sir, can you clarify what
12 separation you are talking about?

13 LIEUTENANT [REDACTED]: So you said that somewhere
14 around here there is a traffic separation scheme and then
15 down there at the end of the peninsula.

16 [REDACTED]: There is more traffic.

17 LIEUTENANT [REDACTED]: There is more traffic so that is
18 the traffic separation scheme, correct in these areas? Or
19 is that that is just where traffic is?

20 [REDACTED]: There is specifically a traffic
21 separation scheme here.

22 LIEUTENANT [REDACTED]: And what about down there?

23 [REDACTED]: I don't recall a specific
24 separation scheme down there to my knowledge.

1 CAPT [REDACTED]: Okay. So there is a compulsory scheme
2 coming into the Wan.

3 [REDACTED]: Right.

4 CAPT [REDACTED]: There is a, what's the right word?

5 LIEUTENANT [REDACTED]: Voluntary.

6 CAPT [REDACTED]: Voluntary, thank you Coast Guard. There
7 is a voluntary scheme due east and due south of the Izu
8 Peninsula. Were you aware of that on the night of the
9 collision?

10 [REDACTED]: I was not aware that's what it is
11 called. Just based on my knowledge I know where traffic
12 seems to get heavier.

13 CAPT [REDACTED]: Then do you recall the Navigator or the
14 Captain or anybody conducting training for the ship control
15 team, bridge and CIC on the fact that there is a voluntary
16 scheme available for use and that it influences the traffic
17 pattern down there?

18 [REDACTED]: I do not recall specific training,
19 sir.

20 LIEUTENANT [REDACTED]: Okay, so I have heard about this
21 large screen display a couple of times and you said that
22 the surface contacts are fed into the system and you can
23 see the information on that screen.

24 [REDACTED]: Yes, sir.

Redacted portions of this page have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy.

1 LIEUTENANT [REDACTED]: How is that information provided
2 or shown on the screen and I am just giving examples here
3 in my head. Is it a list, are there photos, is it on a
4 chart like an [REDACTED] digital display, it is a spreadsheet?
5 How is that information provided to you so that you can
6 pick out what's what?

7 [REDACTED]: It is.

8 LIEUTENANT [REDACTED]: Just draw us a representative LSD.
9 Let's say that is the forward LSD. That is your surface
10 plot right on the port side?

11 [REDACTED]: Yes, sir.

12 LIEUTENANT [REDACTED]: Okay, so just pretend like that is
13 the LSD, draw a boundary, right that represents the edge of
14 the screen and then just give us an idea of what the plot
15 looks like and how you have it setup.

16 LIEUTENANT [REDACTED]: Land, you do have a map feature on
17 my specific LSD so maybe we could see.

18 LIEUTENANT [REDACTED]: Just give us a rough outline, there
19 you go.

20 LIEUTENANT [REDACTED]: And then as the radar contacts are
21 fed in we had, and it's a good example if we had a friendly
22 surface vessel that we had and a known contact or we had
23 enemy contacts we are able to see different shapes based on
24 radar.

25 LIEUTENANT [REDACTED]: Is own ship represented?

1 [REDACTED]: Yes, sir.

2 LIEUTENANT [REDACTED]: Okay, so there is a visual
3 indicator of where you are, where these vessels are based
4 on GPS or however we figure out where they are.

5 [REDACTED]: With radar.

6 LIEUTENANT [REDACTED]: Okay, based on radar and icons say
7 good, bad, friendly, unknown, pending. You can just take a
8 quick glimpse at it and say here we are, here they are,
9 this is what we know about them.

10 [REDACTED]: Yes, sir.

11 LIEUTENANT [REDACTED]: Okay and then if you want more
12 drilled down details you can maybe click on it and pulls up
13 all the information?

14 [REDACTED]: Yes, sir.

15 LIEUTENANT [REDACTED]: Thank you.

16 LCDR [REDACTED]: And so just to talk about the display
17 there, is that real time, live fed?

18 [REDACTED]: Yes, its real time.

19 LCDR [REDACTED]: It's real time so it will update based
20 upon courses and speed that are plugged in for own ship?

21 [REDACTED]: Yes, based on our radar input it is
22 real time.

23 LIEUTENANT [REDACTED]: Thank you and then the other
24 question that I had in my notes here is that again you had
25 seen the OSS camera that had the vessel in field. When did

1 you, so where was the camera when you first took a look at
2 screen. Was it still moving across? Like what prompted you
3 to take a look at that screen?

4 [REDACTED]: It's just part of my normal
5 essentially kind of looking at it between the LV, the e-
6 mail, looking at OSS to see what contacts and whether they
7 saluting so they eventually boot over and that's when the
8 contact, well I saw the contact.

9 LIEUTENANT [REDACTED]: Was there a second vessel in that
10 view as well. Was there like a vessel you saw first and the
11 camera continued until they saw the crystal or is there one
12 contact?

13 [REDACTED]: I don't remember seeing one contact.

14 LIEUTENANT [REDACTED]: And what was the profile of that
15 vessel?

16 [REDACTED]: When I saw the contact based on my
17 view, I saw it and did get close and then I saw it coming
18 increasingly closer, I saw the bow. So it's port bow and
19 then I just saw sideboard and then we collided.

20 LIEUTENANT [REDACTED]: Okay.

21 [REDACTED]: And if I may, it is real time,
22 however, just based on my LSDs there is a very small delay
23 between some of the other consoles and mine which is just a
24 slight.

1 LIEUTENANT [REDACTED]: Could you define small for me? A
2 minute?

3 [REDACTED]: Three seconds.

4 LIEUTENANT [REDACTED]: I think this got asked before but,
5 I'm just going to touch on it again. Regarding surface
6 radars the [REDACTED] and [REDACTED] do you know if there is any I'll
7 call it blind spot and not, not just is there a place where
8 it's hard to see because of mass or the layout of the
9 vessel, but is there any places or weaknesses in those
10 devices where maybe you don't get the best picture, maybe
11 it's unknown if a vessel is two miles out or six miles out,
12 things like that that effect your picture that you're aware
13 of?

14 [REDACTED]: I do not give specific relative
15 bearing that may be.

16 LIEUTENANT [REDACTED]: But are, do they exist? Do you
17 know what they might be?

18 [REDACTED]: Historically, yes we have had
19 trouble tracking any, some contacts just based on the range
20 or location depending on where they are around the ship.

21 LIEUTENANT [REDACTED]: Can the same be said for the AIS
22 system?

23 [REDACTED]: I cannot speak specifically to the
24 AIS.

1 LIEUTENANT [REDACTED]: Has that been communicated or have
2 you heard any discussion of "We're having trouble with this
3 AIS" or have complaints come across your desk with the
4 equipment?

5 [REDACTED]: Not to my knowledge. Not directly
6 expressed to me, no.

7 LIEUTENANT [REDACTED]: Have you ever had a time where
8 surface just flat-out said, "This device is broken" or "Our
9 radar is completely shut down", like completely
10 unavailable?

11 MR. [REDACTED]: Um, we've heard through interviews that
12 with the [REDACTED] radar there is a certain amount of clutter
13 around the desk. Are you aware of the clutter?

14 [REDACTED]: I do not see the clutter on my
15 large screen display.

16 MR. [REDACTED]: You don't see it. Are you aware of it?

17 [REDACTED]: I am aware that there is clutter.

18 MR. [REDACTED]: Okay. So that amount. So how, what is
19 the range around a vessel on average as far as where
20 basically you have a complete 360 degree blind spot around
21 the vessel, what is the range for that?

22 [REDACTED]: I do not know.

23 MR. [REDACTED]: So you are aware that there is clutter,
24 do you feel that having that issue affects your awareness
25 of what is close to the vessel?

1 [REDACTED]: I know that it can have an effect
2 on it.

3 MR. [REDACTED]: Um hum. You have your LSD. You have
4 [REDACTED]. You have, from your screen can you switch over to [REDACTED]?

5 [REDACTED]: I cannot.

6 MR. [REDACTED]: You cannot.

7 [REDACTED]: Cannot switch over. No.

8 MR. [REDACTED]: Okay. The information from the VMS that
9 is on the bridge, have, do you have access to any of that?

10 [REDACTED]: VMS is not located at my station.
11 It is located at the chart table which is in another
12 location in combat.

13 MR. [REDACTED]: So you don't visually see it but where
14 you're at you have awareness of it?

15 [REDACTED]: I am aware that it is operating.

16 MR. [REDACTED]: Okay.

17 LIEUTENANT [REDACTED]: Do you ever visit that part of
18 combat, do you leave your --

19 [REDACTED]: There are times, yes.

20 LIEUTENANT [REDACTED]: Your console? About how often
21 during that typical watch would you visit over at the Navs?

22 [REDACTED]: I rarely go over to view the VMS
23 plot.

24 LIEUTENANT [REDACTED]: Safe to say that you would be
25 called over to verify something or part of a conversation,

Revisions of this page have been designated as Controlled Unclassified Information (CUI) - Personal Identifiable Information (PII) by the US Navy.

1 a bigger conversation that may not be captured on your LCD
2 or a large screen's LSD?

3 [REDACTED]: It is rare, there is a possibility
4 I could get called over but just ordinarily I often don't.

5 MR. [REDACTED]: So you have VMS in the space, it is rare
6 that you go over and actually look. Who is managing that
7 particular spot for you, that location?

8 [REDACTED]: So the Watch Supervisor.

9 MR. [REDACTED]: Watch Supervisor.

10 [REDACTED]: Stand in that general location and
11 is can see the EMS the best.

12 MR. [REDACTED]: Okay. So vessels that are being tracked
13 on the bridge, do they show up on your VMS as well.

14 [REDACTED]: Yes.

15 MR. [REDACTED]: You can't see [REDACTED]. You are not aware
16 of the, you have [REDACTED]. You can't see the OSS. What was your
17 third tool? Your screen. All right, so with that and I
18 assume you are competent, your watch teams are competent
19 and you and they have your confidence. I think that is the
20 word you used earlier. So how does the Crystal get that
21 close to you with everything that you have in that space?
22 And I am not saying best guess from your experience on
23 other vessels. How does a ship that size get that close to
24 a Navy vessel?

Redacted portions of this page have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy.

1 [REDACTED]: Uh, sir. I don't know. I would
2 have to refer back to the answer I gave earlier with radar
3 training,

4 MR. [REDACTED]: Okay. So you are not aware of any
5 damage or degradation to the radar, right?

6 [REDACTED]: I cannot specifically speak to
7 that.

8 MR. [REDACTED]: Okay. There is no issues as far as you
9 know with your large screen display?

10 [REDACTED]: No, sir.

11 MR. [REDACTED]: There is no issues with your OSS?

12 [REDACTED]: No.

13 MR. [REDACTED]: Nobody reported to you that there is a
14 lot of targets. Nobody is complaining about multiple
15 vessels or anything like that. Nobody mentioned anything
16 about any type of misses. So with all of that and you
17 have everybody standing their watch, everybody is looking
18 at the screen right on that timeframe and still we have
19 the incident. It that a good summary?

20 [REDACTED]: Yes, sir.

21 MR. [REDACTED]: All right.

22 LIEUTENANT [REDACTED]: Prior to the collision on your
23 screen the LSD do you recall how many contacts were being
24 tracked?

1 [REDACTED]: I don't have a specific number that
2 I recall.

3 LIEUTENANT [REDACTED]: There were vessels being tracked
4 or contacts?

5 [REDACTED]: There were contacts on the screen.
6 I don't remember a number.

7 CAPT. [REDACTED]: Did you recall being struck by, "Wow it's
8 really heavy contact environment" or, "Wow it's really a
9 light contact environment?" I mean any sense at all for
10 the relative scale of the contact density?

11 [REDACTED]: To my knowledge just based on
12 historically speaking, it wasn't as heavy as I anticipated.

13 CAPT. [REDACTED]: So below average?

14 [REDACTED]: Below average.

15 CAPT. [REDACTED]: Based on your experience? Okay. Can you
16 recall how many of those contacts were forward of your
17 vessel?

18 [REDACTED]: No, sir.

19 CAPT. [REDACTED]: Or how many of them may have been
20 forward and starboard of your vessel?

21 [REDACTED]: I don't remember the numbers.

22 CAPT. [REDACTED]: Do you think you could give a rough
23 guess, say one to five, five to ten.

24 [REDACTED]: One-to-five.

25 CAPT. [REDACTED]: Say again?

1 [REDACTED]: One to five.

2 CAPT. [REDACTED]: One to five and that is forward or
3 starboard?

4 [REDACTED]: That was what based on what you
5 said forward to starboard.

6 CAPT. [REDACTED]: Forward to starboard. So zero zero
7 zero to zero nine zero [inaudible-01:03:23].

8 [REDACTED]: Yes, sir.

9 CAPT. [REDACTED]: Okay. Just clarifying cause I know I
10 gave a couple of different scenarios. Rough idea of the
11 distance to the closest vessel.

12 [REDACTED]: I don't have any idea of that, sir.

13 CAPT. [REDACTED]: For you personally what is a comfortable
14 distance? Like at what point in distance or CPA do you
15 personally become uncomfortable and that could be through
16 your TAO, OOD your personal experience? When do you get
17 nervous?

18 [REDACTED]: My personal experience is anything
19 less than one nautical mile.

20 CAPT. [REDACTED]: What CPA would prompt you to call the OOD
21 to make sure they are doing what they need to be doing? If
22 you were watching a CPA develop, what kind of ranges would
23 prompt you to go, "Hey OOD did you see this track, what are
24 you doing about it?"

25 [REDACTED]: The same, sir.

1 CAPT. [REDACTED] : Two K.

2 [REDACTED] : Yes, sir.

3 CAPT. [REDACTED] : Okay. So that is 4,000 less than the

4 Captain's reporting criteria.

5 [REDACTED] : Yes, sir it is.

6 CAPT. [REDACTED] : So, how do you reconcile that?

7 [REDACTED] : I do not call on every contact that

8 will come in the Captain's reporting criteria. I do not

9 verify that they've made every report.

10 CAPT. [REDACTED] : Okay. So, is it fair to say based on

11 that, is it fair to say that on Flt there is not a strong

12 custom of OD and TAO confirming back and forth every time

13 the Captain is getting a contact report.

14 [REDACTED] : Correct, sir.

15 CAPT. [REDACTED] : Right. It sounds like this is not you,

16 it is other interviews we've done. It sounds like there is

17 a custom of where the OOD just does it and the CSC Watch

18 Team may not hear about it.

19 [REDACTED] : Yes, sir.

20 CAPT. [REDACTED] : It kind of depends on kind of who sees it

21 first and if the bridge requires prodding but if they don't

22 require prodding, there is a pretty good chance they are

23 going to go through the whole process of making a contact

24 report and you won't ever find out about it?

25 [REDACTED] : Yes, sir.

1 CAPT. [REDACTED]: Okay.

2 LCDR [REDACTED]: Had a question, you answered it
3 already, I think it kind of goes along the lines of what
4 Captain was asking is that it just may be a difference in
5 the way Navy operations and Coast Guard Operations are but
6 I don't know if it is through the line of our questioning
7 on how we asked it, but I am not getting a firm picture
8 that what has developed in combat in terms of your
9 operating picture, is serving a double-check for the
10 operating picture that is being created on the bridge and
11 that TAO is backing up the bridge with what they are seeing
12 as a means of deconflicting and/or sharing the same
13 picture. Has that been your experience? Is that how
14 bridge and combat functions?

15 [REDACTED]: Yes, combat is to back-up the
16 bridge.

17 LCDR [REDACTED]: Okay. You feel in this scenario that
18 all that we have discussed today that an adequate back-up
19 or adequate situational awareness plot of the navigation
20 picture was maintained?

21 [REDACTED]: I can't speak to. So I know that
22 all watch standers are on station. However communication
23 wise, I, there was not to my knowledge a significant amount
24 of communication between both the OOD and the combat watch
25 team.

1 LCDR [REDACTED]: You would hear it, right. It's on --
2 [REDACTED]: Yes, sir.
3 LCDR [REDACTED]: Where did you do your short duty after
4 McCampbell?
5 [REDACTED]: CNIC, sir.
6 LCDR [REDACTED]: As what?
7 [REDACTED]: I worked in operations and
8 emergency management.
9 LCDR [REDACTED]: So this was where, back in DC?
10 [REDACTED]: Yes, sir,
11 LCDR [REDACTED]: Okay. For the record that is
12 Commander Navy Installation Command. So you were a Staff
13 Officer at their Emergency Operations Center?
14 [REDACTED]: Yes.
15 LCDR [REDACTED]: Okay. Um, so what else, what else
16 were you doing on watch during the mid?
17 [REDACTED]: Talking to my watch standers,
18 checking e-mail.
19 LCDR [REDACTED]: Were you working on any projects, any
20 admin?
21 [REDACTED]: No, sir.
22 LCDR [REDACTED]: Working evals and kind of admin.
23 [REDACTED]: No, sir.
24 LCDR [REDACTED]: Okay, I just got my last question.

1 MR. [REDACTED]: You stated that there wasn't a lot of
2 communications between the bridge and CIC during this
3 training. How often or are there any, you know, in these
4 situations, high traffic areas where CIC, bridge on the
5 same page double checking each other? How often does that
6 actually happen when you're watch? You probably wouldn't
7 know for anybody else but when you're on watch, how often
8 does that happen?

9 [REDACTED]: It depends on the day and the
10 situation.

11 MR. [REDACTED]: Okay. Going with the Cap on a scale of
12 1 to 10, one being it's quiet, ten being you all talking
13 every couple of minutes.

14 [REDACTED]: Talking with the bridge?

15 MR. [REDACTED]: Talking with the bridge, "Hey we got
16 this, do you see this" or vice-versa. How often, scale it
17 down, 1 to 10, in your experiences since you've been aboard
18 the vessel?

19 [REDACTED]: Four.

20 MR. [REDACTED]: Four, all right. Um, were you on board
21 when they were coming into Sasebo and the vessel had a near
22 miss?

23 [REDACTED]: Yes, I was on board.

24 MR. [REDACTED]: Were you standing duty at that time?

25 [REDACTED]: I was asleep.

1 MR. [REDACTED]: You was asleep. Okay. You know who the
2 OOD was?

3 LIEUTENANT [REDACTED]: I believe so, but I am not 100
4 percent sure.

5 MR. [REDACTED]: Okay. Do you know if CIC surface
6 detected the near miss before the bridge, with the bridge?
7 Was there communications or verification between the bridge
8 and CIC.

9 [REDACTED]: I am not aware

10 LCDR [REDACTED]: When did you hear about the near miss?
11 When did you find out about it?

12 [REDACTED]: The next morning.

13 LCDR [REDACTED]: Okay. Did the Captain, the XO, Senior
14 Watch Officer, or anybody else lead a formal debrief or hot
15 wash to talk about what happened that night?

16 [REDACTED]: No, sir not to my knowledge.

17 LCDR [REDACTED]: Okay.

18 LIEUTENANT [REDACTED]: Captain, anything?

19 CAPT. [REDACTED]: One of the things that I haven't heard
20 and don't know, do you monitor chat personally?

21 [REDACTED]: I do not.

22 CAPT. [REDACTED]: You do not.

23 [REDACTED]: I do not, no sir.

24 CAPT. [REDACTED]: Who monitors chat for you?

25 LIEUTENANT [REDACTED]: The CIC Watch Officer.

1 CAPT. [REDACTED]: So there is no chat computer table to
2 table?

3 [REDACTED]: We have the ability to log-on sir.
4 However, we do not monitor chat.

5 CAPT. [REDACTED]: Okay.

6 [REDACTED]: Anybody else?

7 LCDR [REDACTED]: Is there any point when you sit watch
8 on the night of the casualty that you have felt that CIC
9 did not have the full picture?

10 [REDACTED]: I can only speak from myself.

11 LCDR [REDACTED]: That is what I am asking. I am asking
12 from your heart-of-hearts has there ever been a moment
13 where you said, "I really don't think I'm seeing what is
14 going on outside this ship?"

15 [REDACTED]: The only time I feel like my
16 attention may have been off is when I was briefing the
17 oncoming OOD,

18 LCDR [REDACTED]: So when you are sitting in the chair
19 and you are seeing the LSD and your team is feeding things
20 into that, you feel that what you see on that screen is for
21 sure what is outside the skin of the ship?

22 [REDACTED]: As far as actually being able to
23 see visually the contact, like I can only essentially go
24 off the radar feed and what I am seeing on OSS if they
25 continue to essentially sweep the camera around.

1 [REDACTED] LCDR [REDACTED]: So you are confident that is
2 correct? Thank you.

3 CAPT. [REDACTED]: This last question we ask everyone we
4 interview. So Fitz and her crew had a hell of an event, a
5 lot of effort to save the ship, loss of shipmates, worked
6 hard to get her back in port where she can get the help
7 that she needs. So I am sure you either saw individually
8 or heard about individuals or groups of individuals that
9 performed above and beyond the call of duty, who were
10 particularly heroic or effective in their contribution to
11 save the ship. So if you got names at the tip of your
12 tongue you want to share with us, we are taking those down
13 so we can share those with the Navy for consideration in
14 the future. So anybody come to mind?

15 [REDACTED] Just name the whole crew. Um, and
16 you are specifically saying in damage control efforts.

17 CAPT. [REDACTED]: Just anybody who comes to mind.

18 [REDACTED]: Lieutenant Jr. Grade [REDACTED] our DTA,

19 ECC [REDACTED], M2 [REDACTED].

20 CAPT. [REDACTED]: What did [REDACTED] do?

21 [REDACTED]: He was just again fighting the fire
22 on the ship and damage control, check and see he was one of
23 the first responders essentially by not IAD but Micro
24 Repair 5 flying squad.

25 CAPT. [REDACTED]: Okay.

1 [REDACTED]: Um, then I'd say Ensign [REDACTED]
2 (Phonetic). He was on the bridge for a significant amount
3 of time after everything happened.

4 CAPT. [REDACTED]: Anyone else?

5 [REDACTED]: There were a lot more sailors I
6 just.

7 CAPT. [REDACTED]: That's fine, that's fine.

8 [REDACTED]: Damage control.

9 CAPT. [REDACTED]: Okay. Thank you.

10 [REDACTED]: Yes, sir.

11 LIEUTENANT [REDACTED]: So we certainly appreciate your
12 time here today again especially coming in a second time to
13 answer some more questions for us. We want to give you the
14 opportunity to. If there is any questions you have or any
15 additional information that we didn't ask about that you
16 feel might be important to our investigation, so please we
17 open the floor to you.

18 [REDACTED]: I think, I don't think I have
19 anything else, sorry.

20 LIEUTENANT [REDACTED]: That's all right. That's fine.
21 So if you do have any further questions, later on or
22 something comes to your mind that says "I wish I had
23 mentioned this" please do reach out to us. Additionally as
24 the investigation is ongoing we ask that you not discuss
25 this interview with other persons just so that we don't get

1 the cross contamination of stories and just keep everything
2 separate.

3 [REDACTED]: Actually one thing, this is in
4 regard to the radar and I think this may come out
5 essentially by documentation you may look at, um, the [REDACTED]
6 radar, I believe, was due for some type of an upgrade and
7 that was cancelled so I am not 100 percent, but I believe
8 that is something.

9 LIEUTENANT [REDACTED]: Um. We definitely appreciate that.
10 We will certainly take a look at that for sure. We will
11 take a look at that. So thank you very much.

12
13
14
15
16
17
18
19
20
21
22

Redacted portions of this page have been designated as Controlled Unclassified Information (CUI) or as Personally Identifiable Information (PII) by the US Navy