

CUI

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ATTENTION

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

CUI

1 UNITED STATES COAST GUARD

2
3 PRELIMINARY INVESTIGATION INTERVIEW CONDUCTED ON
4 BEHALF OF NTSB BY THE U.S. COAST GUARD
5

6 ADMIRAL [REDACTED]: There's so much there you can use it
7 again. Please have a seat and I'll introduce everyone
8 around the table and we'll get going. Please, everyone
9 have a seat.

10 So my name is [REDACTED], I'm the Admiral in charge of
11 the investigation for the Navy. I've got some folks on my
12 team so, Commander [REDACTED], Commander [REDACTED] are my two of my
13 legal advisors. Master Chief [REDACTED] serving as my CMC
14 effectively if you will. [REDACTED] will just be
15 taking notes.

16 So on this side of the house, we're not gonna have any
17 questions for the Coast Guard as lead for the investigation
18 and for the questions. So I'm gonna turn over to Lieutenant
19 [REDACTED] he can introduce his team which includes Captain
20 [REDACTED] serving as his liaison and then he'll start the
21 questions for you, okay?

22 LIEUTENANT [REDACTED]: All right. So good morning.

23 [REDACTED]: Good morning.

24 LIEUTENANT [REDACTED]: I am Lieutenant [REDACTED],
25 the Senior Investigating Officer for US Coast Guard

1 Activities Far East here in Japan. Under the authority of
2 Title 46 US Code 6301 and Title 46 C04 part four an
3 investigation is being conducted into the circumstances of
4 the collision between the USS Fitzgerald and the ACX
5 Crystal which took place on June 17th, 2017.

6 This investigation is intended to determine the cause
7 of the casualty to the extent possible and to obtain
8 information for the purpose of preventing similar
9 travesties in the future.

10 Consistent with the accuracy of our investigation, we
11 will be recording today's interview which is taking place
12 on June 24th at 11:04.

13 Assisting me with this investigation is Mr. [REDACTED]
14 from the US Coast Guard National Center of Expertise for
15 investigations. Also Lieutenant Commander [REDACTED] who is
16 with the same unit that I am at and he has previous
17 experience of Coast Guard cutters and we also have Captain
18 [REDACTED] who is working as a liaison for us to help ensure
19 that we understand Naval operations and any jargon
20 questions that come our way.

21 Before we begin, I want to just lay out a couple
22 things here. If at any time you need a break, need some
23 water, get some air or anything of that nature, please let
24 us know, we'll be glad to pause the recording and let you
25 have that time to do what you need.

1 Additionally, if there's any questions that come up
2 that you simply don't know an answer to, it's perfectly
3 fine to say that you don't know. We don't want you to be
4 making things up or taking guesses. If you simply don't
5 know, that's totally fine.

6 So if we could begin with your name and position
7 aboard the vessel.

8 [REDACTED] : Um, OS3 [REDACTED].

9 LIEUTENANT [REDACTED] : Can I get a first name as well?

10 [REDACTED] : [REDACTED].

11 LIEUTENANT [REDACTED] : [REDACTED] or [REDACTED].

12 [REDACTED] : Just [REDACTED].

13 LIEUTENANT [REDACTED] : [REDACTED] okay. And your position aboard
14 the vessel?

15 [REDACTED] : My position on board the vessel? Um, I
16 don't know how to answer that. I'm an OS.

17 LIEUTENANT [REDACTED] : So what sort of duties do you have
18 as an OS on the vessel?

19 [REDACTED] : Oh, um, watch the [Inaudible00:03:15],
20 SWS (quote, GCCS operator, KR operator.

21 LIEUTENANT [REDACTED] : So primarily standing watch is
22 your primary duty?

23 [REDACTED] : Mm-hmm.

24 LIEUTENANT [REDACTED] : And on the night of the 16th
25 leading into the 17th, what was your duty?

1 [REDACTED]: I was Watch Sup UI then.

2 LIEUTENANT [REDACTED]: Can you describe what the
3 responsibilities of the Watch Sup are?

4 [REDACTED]: Um, to maintain control of combat, make
5 sure everyone's good like the back-up for the CAEO, SWS is
6 under me. I also assist the Surface. Basically all combat
7 is, I'm an assistant for all combat mostly.

8 LIEUTENANT [REDACTED]: Little bit of background about
9 yourself. When did you join the Navy?

10 [REDACTED]: Um, [REDACTED]

11 LIEUTENANT [REDACTED]: And is the Fitzgerald your first
12 vessel?

13 [REDACTED]: Yes, first ship.

14 LIEUTENANT [REDACTED]: And when did you arrive to the
15 Fitzgerald?

16 [REDACTED] I believe, of
17 [REDACTED]

18 LIEUTENANT [REDACTED]: So you've effectively been on the
19 vessel for quite some time now --

20 [REDACTED]: Mm-hmm.

21 LIEUTENANT [REDACTED]: -- so plenty of watches gotten
22 underway.

23 [REDACTED]: Definitely, lots of times.

24 LIEUTENANT [REDACTED]: So you've seen a little bit of
25 everything. So let's go ahead and go to Friday, June 16th,

1 a little over a week ago. The vessel had arrived to port
2 maybe a little over a week ago. Vessel is preparing to get
3 underway. Is that correct?

4 [REDACTED]: The vessel being our ship?

5 LIEUTENANT [REDACTED]: All right, let me try again.

6 [REDACTED]: Okay.

7 LIEUTENANT [REDACTED]: When did the Fitzgerald return to
8 Yokosuka?

9 [REDACTED]: When did it return to Yokosuka? Um --

10 LIEUTENANT [REDACTED]: You can say early June, late May.

11 [REDACTED]: Sorry, I'm terrible with time.

12 LIEUTENANT [REDACTED]: That's okay.

13 [REDACTED]: Couldn't tell you. I can't give you
14 exact date.

15 LIEUTENANT [REDACTED]: Sure, I think our folks have told
16 us you've been underway earlier through the spring and that
17 I think the first week or so in June, came back to port,
18 maybe had an in-port period. Nine days, perhaps?

19 [REDACTED]: In Yokosuka?

20 LIEUTENANT [REDACTED]: In Yokosuka. The in-port previous
21 to your underway.

22 [REDACTED]: Previous to that, I don't -- we -- I
23 thought it was Sasebo.

1 CAPTAIN [REDACTED]: To be clear on my description,
2 underway on this Friday the 16th when the event occurred,
3 the previous in-port which would have been about a week.

4 [REDACTED]: Oh, okay, yes. We -- we were -- mmm.
5 Sucks.

6 LIEUTENANT [REDACTED]: Would it be safe to say you had a
7 couple days?

8 [REDACTED]: Yes, we were in Yokosuka, we were in
9 Yokosuka for a few days before we pulled back out. I wish
10 I could reflect my memory on that.

11 LIEUTENANT [REDACTED]: That's all right. Do you remember
12 on that Friday as the vessel's getting -- and I'm saying
13 vessel, I mean the Fitzgerald. When the Fitzgerald was
14 getting ready to go underway, do you recall what time you
15 might have woken up that day?

16 [REDACTED]: Yeah, I woke up -- I was up early for
17 tours, I remember. Like I woke up around 5:00 to get to
18 the ship.

19 LIEUTENANT [REDACTED]: M-hmm, so you wake up about 5:00,
20 you're at the ship. I understand the vessel gets underway,
21 may have been some anchorage detail for loading of ammo and
22 then some other operations following that.

23 [REDACTED]: So I'm sure that -- so I had to get up
24 at 05. We ran a drill to 07 OSA, we had quarters, I

1 believe they did ammo on-load and we did see an anchor.
2 around like 11-something.

3 LIEUTENANT [REDACTED]: Was that drill specific to combat
4 or was that drill ship-wide?

5 [REDACTED]: It was a main space fire drill.

6 LIEUTENANT [REDACTED]: Do you have a role in the main
7 space fire?

8 [REDACTED]: I am repair three's boundary man slash
9 whatever else they got me to be at the time.

10 LIEUTENANT [REDACTED]: And when you're at sea and anchor
11 detail was there any specific duties for you?

12 [REDACTED]: Um, I'm the NAV scope operator on the
13 bridge.

14 LIEUTENANT [REDACTED]: So you've got some work that
15 happens on the CIC, some work on the bridge. Okay.

16 [REDACTED]: DC drills.

17 LIEUTENANT [REDACTED]: And DC drills. So you're all over
18 the vessel.

19 [REDACTED]: Yeah.

20 LIEUTENANT [REDACTED]: Got it. All right. So you get
21 underway from anchor, maybe some flight ops, boat ops that
22 happened after that?

23 [REDACTED]: Yes. As soon as sea and anchor ended,
24 it was straight to flight course.

1 LIEUTENANT [REDACTED]: Same thing, any responsibilities
2 for that?

3 [REDACTED]: Flight course, no.

4 LIEUTENANT [REDACTED]: No. So you maybe had a little bit
5 of time to rest before you took watch later in that night?

6 [REDACTED]: Um, I don't remember what I was doing in
7 the flight quarters but I would say I -- I got some sleep.

8 LIEUTENANT [REDACTED]: So any idea perhaps how long?

9 [REDACTED]: About four hours or so.

10 LIEUTENANT [REDACTED]: Four hours. That's really not
11 bad. So what -- what watch time did you have and when did
12 you report?

13 [REDACTED]: I had the 2nd to 2. I got on watch
14 around 20, 21:44 or so, 45.

15 LIEUTENANT [REDACTED]: And was there another UI that you
16 were replacing or you just reporting to the Watch Sup
17 directly?

18 [REDACTED]: Reporting to the Watch Sup directly.

19 LIEUTENANT [REDACTED]: So let me ask this. Who was
20 previous Watch Sup and who was the last you were reporting
21 under?

22 [REDACTED]: Um, I couldn't tell you who I turned
23 over with. Can't remember exactly. We're in three
24 sessions, it'd only be two people but I can't remember
25 which one.

1 LIEUTENANT [REDACTED]: Okay, do you remember which Watch
2 Sup you were sharing the watch with?

3 [REDACTED]: OS1 [REDACTED].

4 LIEUTENANT [REDACTED]: Do you know the spelling of
5 [REDACTED]?

6 [REDACTED]: Um, [REDACTED].

7 LIEUTENANT [REDACTED]: Thank you. So can you tell me a
8 little bit what was discussed during that watch change-
9 over, you know, what sort of things are discussed?

10 [REDACTED]: Um, in general we discuss whatever our
11 mission is gonna be for that under way. We discussed how
12 it's GCCS up, what the -- what the last Watch Sup had to
13 report like write in the logs. What counsels went down,
14 what services went down, what came up. Any cas reps, any
15 op reps that need to be routed, stuff like that.

16 LIEUTENANT [REDACTED]: And on that night of the 16th,
17 were there -- what was reported in terms of, I guess,
18 ongoing operations as well as any cas reps or consults
19 operating?

20 [REDACTED]: Um, so what I remember, they told us
21 flight orders was successful. I might have another drill
22 in the morning. GCCS was up, SHF was up at the moment,
23 ITAL just turned over. We were discussing what we were
24 about to go do, 'cuz I believe we were supposed to be
25 relieving somebody for a mission or were going on a mission

1 ourselves, whatever it was. But I don't remember what it
2 was anymore.

3 LIEUTENANT [REDACTED]: And I'm gonna ask for several
4 acronyms here. You've mentioned ES GCCS.

5 [REDACTED]: Just GCCS. GCCS.

6 LIEUTENANT [REDACTED]: Just GCCS. That's the folks who
7 fix the electronic things or --

8 CAPTAIN [REDACTED]: It's equipment

9 [REDACTED]: No it's a console. Console.

10 CAPTAIN [REDACTED]: And do you know what GCCS had to do
11 with software.

12 [REDACTED]: Global Command and Control System-
13 Maritime. So it's GCCS-M.

14 LIEUTENANT [REDACTED]: Thank you. And ITM.

15 [REDACTED]: ITM? I don't know what that is. Maybe
16 I was speaking too fast.

17 LIEUTENANT [REDACTED]: If I catch it again, I'll try to
18 get it from you.

19 LCDR [REDACTED]: As SHF, you mentioned GCCS SHF. I'm
20 not familiar with what SHF is.

21 [REDACTED]: SHF basically, for me, I know it's just
22 basically is our connection to chat, basically our internet
23 services. To me, that's the most I know about it.

24 LCDR [REDACTED]: So system provided IP services.

25 [REDACTED]: Understood.

1 LIEUTENANT [REDACTED]: So as far as you're aware, no
2 equipment was -- all the equipment was working normally?

3 [REDACTED]: Everything that I needed to work worked.
4 Like other systems that other people have control of, I
5 probably wouldn't know about it if they were down. I mean
6 I would know about it eventually but the watch we were
7 standing, we didn't -- we didn't really need to know about
8 it.

9 LIEUTENANT [REDACTED]: All right, so flight ops were
10 complete, maybe some boat ops might have been going on.
11 What time did the vessel -- did your ship get underway and
12 start heading away from Japan?

13 [REDACTED]: Um, so sea and anchor lasted about a
14 couple hours, so I'm gonna say like 1300, flight quarter
15 started. Flight quarters ended, I would say after awhile,
16 so I would say we were really, really just starting to
17 really get underway around like 16, 1700.

18 LIEUTENANT [REDACTED]: So by the time that you came on
19 watch, the vessel was underway?

20 [REDACTED]: Let me think on that because when we
21 pulled out, we didn't go straight out, we went to MO
22 Anchorage so I have to get the times right with this. So
23 much -- went to flight quarters so we pulled out from --
24 hmm, I don't know. My story might be a little mixed up
25 now, now and I don't remember MO Anchorage.

1 We pulled out, so we pulled out port from Yokosuka to
2 go to Alpha 12. So we went to sea and anchor after that.
3 Like everything is still the same chronological order, it's
4 just I think the sea and anchor happened after Alpha 12
5 Anchorage.

6 LIEUTENANT [REDACTED]: And that's fine, we've gone
7 through it a lot here, I know we're firing a lot of
8 questions and it's been, you know, a little over a week ago
9 now so it's -- our memories are not quite as fresh as they
10 could be and we're just trying to push on and get as much
11 information as we can from you.

12 So you're on watch. Vessels underway.

13 [REDACTED]: Mm-hmm.

14 LIEUTENANT [REDACTED]: What kind of picture do you have
15 in the CIC of what's going on outside the ship?

16 [REDACTED]: Uh, so I have a few pictures. I have
17 GCCS itself, but it's not in real time so we don't see
18 what's pushing live from the feed. We have SWS to look at
19 -- whoever stand at SWS at the moment for me. The radar for
20 them. And surface was basically in control of -- well, not
21 necessarily control but they had OSS as help for them and
22 they had the same radar picture as SWS did. And I guess I
23 can consider VMS one as well.

24 CAPTAIN [REDACTED]: Now these tools that you've just
25 mentioned here, is that something that you and the Watch

1 Sup keep a sharp eye on? Is this something you're checking
2 all the time?

3 [REDACTED]: Mm-hmm.

4 CAPTAIN [REDACTED]: So what are you seeing through these
5 tools with your own eyes?

6 [REDACTED]: What am I seeing? Uh, through GCCS, I
7 have a chat up with CTO 70 and other folks so they can just
8 let me know what's going on in the AOR, whatever hostile
9 ships is around and whatnot.

10 I have the radar picture, SWS, that shows us what
11 contacts are around us, um, how far they are out, like what
12 position they're in. They start for -- they start the
13 radar picture VMS, um, I'm looking at the course, the speed
14 we're going, the heading we're going and what direction
15 we're headed in.

16 CAPTAIN [REDACTED]: Do you know OSS that that camera was
17 being used during your watch?

18 [REDACTED]: Yes, the camera is manned all the time.

19 CAPTAIN [REDACTED]: So if it's manned, it's on.

20 [REDACTED]: Mm-hmm.

21 LCDR [REDACTED]: Is that correct? Do you recall who
22 the operator was that day?

23 [REDACTED]: Um, I know his rate, I know his rank but
24 he's a GM and his name's [REDACTED]. [REDACTED].

1 LIEUTENANT [REDACTED]: So you've been on board the vessel
2 for two years, you've done a ton of watches, you're looking
3 at radar. As you're looking at the camera, you're looking
4 at VMS -- is there an AISP as well?

5 [REDACTED]: Yes, there is.

6 LIEUTENANT [REDACTED]: And -- and how is that -- like
7 connected to VMS, do you have a separate laptop for that?

8 [REDACTED]: Um, it's a separate laptop.

9 LIEUTENANT [REDACTED]: So that would be down in the CIC.
10 Who -- who --

11 [REDACTED]: It's next to that. It's right next to
12 surface.

13 LIEUTENANT [REDACTED]: Do you know if there's any other
14 laptop on the vessel that has that same capability?

15 [REDACTED]: Um, it's not a laptop but we do have AIS
16 on the bridge, it's just a little radio-type looking thing.
17 It doesn't push a picture, it just push words through from
18 what I know.

19 LIEUTENANT [REDACTED]: And as far as you know, no other
20 laptop. All right. So we've got radar, we've got VMS,
21 we've got cameras, we've got an AIS laptop. What, on that
22 night, all these things that you're seeing --

23 [REDACTED]: Mm-hmm.

24 LIEUTENANT [REDACTED]: -- is traffic normal, light, heavy
25 -- like what's your experience in what you saw that day?

1 [REDACTED]: It's the same as it usually is, it was -
2 - so since we hadn't fully left the area of Japan yet, we
3 had ships around. I would say when I kept like viewing
4 back at SWS console, it was only like about six contacts
5 around us at the time. They were like semi-close but none
6 headed our way because we didn't do any Mo boards or
7 anything.

8 LIEUTENANT [REDACTED]: Could you put a mileage when you
9 say semi-close?

10 [REDACTED]: Um, they -- if I remember correctly, I
11 would say they were about maybe from a range from 4,000 and
12 up.

13 LIEUTENANT [REDACTED]: And are they going the same
14 direction, they're crossing?

15 [REDACTED]: They're just scattered.

16 LIEUTENANT [REDACTED]: Scattered.

17 CAPTAIN [REDACTED]: On the radar pictures, and just to be
18 specific, the radar is the C7 radar in combat?

19 [REDACTED]: Yes.

20 CAPTAIN [REDACTED]: And so how was that picture that he
21 made, do you recall?

22 [REDACTED]: Um, on the SWS console, everything
23 within 2,000 yards or less was -- it was a lot of clutter
24 on our screen. We couldn't really depict anything within
25 that range.

1 CAPTAIN [REDACTED]: Do you know if any Duty ET was called
2 to try to improve the picture or --

3 [REDACTED]: Sadly, no. I don't think so.

4 LIEUTENANT [REDACTED]: How about beyond 2,000 yards?

5 [REDACTED]: Beyond 2,000, it started to like dim out
6 so we can see the contacts, like, but as it closed in it
7 disappeared but a little further out, like I would say
8 around the 4,000 range, we could still track them enough if
9 you keep your eye on it. Everything else, I was just
10 clear. It was good.

11 LIEUTENANT [REDACTED]: Okay, so would it be fair to say
12 that at the SWS console, the 67 radar was able to generate
13 usable surface track data at long range and then you were
14 able to watch and track it until it went into the phase
15 zone between 2,000 and 4,000.

16 [REDACTED]: That's right. After it got in that
17 range, it was basically blending in with us.

18 CAPTAIN [REDACTED]: Was there lots of conversation between
19 you and the pilot house over contacts?

20 [REDACTED]: Um, on this watch, no. It was just a
21 few course changes, a few speed changes, um, I didn't get
22 any contact reports that were like headed out where close
23 to us or anything like that.

1 CAPTAIN [REDACTED]: Could those heading changes, course
2 changes, speed changes -- was any reason relayed down to
3 combat as to why?

4 [REDACTED]: Um, reason why? So in the beginning it
5 was like contact avoidance. So it was close. OS1 [REDACTED]
6 was like, "Hey, we're straying on PMY and that's usually
7 contact avoidance because we don't stray away from PMY but
8 after -- after a while it was no real, it was no real
9 reason. It was just course change and speed change. We
10 took it as hey, this is a regular thing to change course,
11 change speed to maybe keep up with PM drop PM anything.

12 CAPTAIN [REDACTED]: So to clarify, the OOD was not
13 communicating as to why those course changes were taking
14 place.

15 [REDACTED]: No.

16 LIEUTENANT [REDACTED]: Is it normal for them to
17 communicate why they're making a course change?

18 [REDACTED]: Um, if it seems weird then yes. Like if
19 it's a major turn and we don't know like -- hey, maybe
20 we're doing a DC drill, maybe they're testing engines,
21 doing rudder checks or anything like that, then we're like
22 -- okay, there's a reason you're changing course, changing
23 speed. Other than that, no, there's no reason to actually
24 pass the reason down. Because there's a lot of course
25 change and speed change sometimes.

1 CAPTAIN [REDACTED]: Do you -- you also have a repeater in
2 the other radar, correct?

3 [REDACTED]: Seventy-three

4 LIEUTENANT [REDACTED]: Seventy-three? Do you have,
5 remember any idea of ranges and capabilities of performance
6 of that radar?

7 [REDACTED]: No.

8 LCDR [REDACTED]: Do you have a display of the 73 in
9 combat?

10 [REDACTED]: Um, yes. It, it's on the [REDACTED], you can
11 switch between the two. The [REDACTED] down in combat doesn't
12 work though but we can also change the radars on the
13 consoles as well to the 73 and the 67.

14 LCDR [REDACTED]: So to clarify, the [REDACTED] was not
15 operational that night?

16 [REDACTED]: It's -- it's operational. It still puts
17 the picture through. The one down in combat is -- the
18 console itself still works, it's just the button is broke
19 so we can't use it. There's also one on the bridge that's
20 only used during sea and anchor.

21 CAPTAIN [REDACTED]: So again, by your description, it
22 makes it sound like the console in combat is inoperable for
23 viewing 73 radar imagery, is that correct?

24 [REDACTED]: No, not necessarily, so --

25 CAPTAIN [REDACTED]: Okay.

1 [REDACTED]: The [REDACTED], it still pushes the radar
 2 picture but we can't operate it because the button is
 3 broke, therefore we can't move it. But it still has the
 4 picture on it. The console itself just gets the picture
 5 from the radar. So we still have an operational picture of
 6 the 73 and 67 through our console.

7 CAPTAIN [REDACTED]: But you can't toggle, move, select
 8 anything.

9 [REDACTED]: On the [REDACTED]? No.

10 CAPTAIN [REDACTED]: Okay and then

11 LCDR [REDACTED]: Just let me, just clarify that. So

12 [REDACTED]

13 [REDACTED]: Mm-hmm.

14 LCDR [REDACTED]: Okay, does it stay on the radar
 15 repeater. That's what was degraded. The common
 16 information center console, the OJ console, whatever
 17 version you guys have now --

18 [REDACTED]: Mm-hmm.

19 LCDR [REDACTED]: -- [REDACTED]

20 [REDACTED]

21 [REDACTED]: Yes.

22 LCDR [REDACTED]: -- and fully manipulate it.

23 [REDACTED]: Mm-hmm.

24 LCDR [REDACTED]: Okay.

1 CAPTAIN [REDACTED]: And so on that, so to clarify further
2 on that, on that console, was the 73 radar imagery
3 selected?

4 [REDACTED]: Yes.

5 CAPTAIN [REDACTED]: And somebody actively monitoring that?

6 [REDACTED]: Yes.

7 CAPTAIN [REDACTED]: Whose station would that be a

8 [REDACTED]: Um, a lot of people. We have a lot of
9 consoles. I couldn't tell you every one because I only
10 watched SWS and surface. So like to usually get better at
11 -- like we switch between whichever one is better so SWS,
12 he was on 73, usually on 73. Surface, I don't know what he
13 was on but he usually, he has to be on 67 or 73 and then
14 there's other consoles as well that also has to have a
15 picture but they could be on by themselves or they could be
16 on 67 or 73. But I only know of those two.

17 LIEUTENANT [REDACTED]: Okay, so how was the range on the
18 73 then, because you said there's a little gray area on the
19 67.

20 [REDACTED]: So we switched between both the picture
21 less the clutter that was within our ship was the same.
22 Because when we see clutter, we automatically mess with the
23 toggles on side -- on the console to try to see if we can
24 clear it up as best as possible. We cleared up as best as

1 possible. Don't know why we didn't call like the ET to
2 work on it. To see if they could do anything about it.

3 LIEUTENANT [REDACTED]: Okay, so the clutter -- how many
4 yards?

5 [REDACTED]: Um, from a range of 2,000 and under, I
6 wanna say.

7 LIEUTENANT [REDACTED]: Fade from 2,000 to 4,000?

8 [REDACTED]: Definitely. It gets better as you go
9 out.

10 LCDR [REDACTED]: Now was that, is that from the 67 or
11 was that also the 73?

12 [REDACTED]: It was both. Seventy-three just looked
13 a little better. Just a little.

14 LIEUTENANT [REDACTED]: So we're underway, it's normal
15 traffic for this area, you mentioned maybe six ships or so
16 kind of in the area. Was there any point where the folks
17 in the CIC saw a vessel and reported it up?

18 [REDACTED]: Um, I wanna say yes but I'm not gonna
19 answer that question because I don't know. We -- we report
20 it within each other. Surface usually reports up to the
21 bridge and lets them know, hey, there's a contact
22 [Inaudible00:28:44]. But other than that, we were -- I
23 know there was like, hey, there's a cargo ship around,
24 there's a tanker around, there's a small fishing vessel.
25 Because we have to identify the contacts themselves. Were

1 they passed up to the bridge? I can't answer that
2 question.

3 LIEUTENANT [REDACTED]: And I think you made a comment
4 earlier that the mo boards weren't -- are you aware of any
5 of them -- any mo boards that were done during your watch?

6 [REDACTED]: Um, no.

7 LIEUTENANT [REDACTED]: Is that no, no mboards were
8 done?

9 [REDACTED]: I don't think so.

10 LIEUTENANT [REDACTED]: So with these contacts that are
11 being monitored by Surface and SWS and everyone, what would
12 be the closest CPA that you observed that night? Prior to
13 the collision.

14 [REDACTED]: So when we did ask about some of the
15 contacts because it was getting real close, most of them.
16 They didn't have an actual CPA like a CPA equation to it
17 because they were either headed away from us or they were
18 already CPA or something like that. But um, I couldn't
19 tell you, you would have, you have to ask SWS about that
20 one.

21 LIEUTENANT [REDACTED]: And I just want to clarify, you
22 know, you're the first person we've talked to from the CIC
23 so a lot of this is setting the foundation for not only my
24 understanding of ACIC and the [Inaudible00:30:34]CIC but as
25 well as what's going on on your watch at that time.

1 So if some of these questions sound like fairly basic
2 or you know, try and prod in areas that might not be your
3 specialty, it's really because I'm just trying to get that
4 base picture of this is what's going on in your space.

5 [REDACTED]: No problem.

6 LIEUTENANT [REDACTED]: Thank you. So you say really
7 close, what -- what was really close?

8 [REDACTED]: What do you mean?

9 LIEUTENANT [REDACTED]: I think in your statement here,
10 you said the CPA, most of them were headed away or that the
11 vessels were changing. But there may have been one or two
12 that had gotten really close.

13 [REDACTED]: Oh, so basically they were headed
14 towards us and not necessarily headed towards, they were
15 like -- I said they were headed this way, they were headed
16 that way type thing. But that's when the bridge would be
17 like, "Hey, we're changing courses for contact avoidance."
18 We'd be like, "Okay, that's fine."

19 LIEUTENANT [REDACTED]: When the bridge says they're gonna
20 change course for, you know, collision avoidance and just
21 opening up that CPA, does the -- is the CIC finding the
22 target that the bridge might be seeing?

23 [REDACTED]: Yes. SWS himself (sic) looks at it,
24 Watch Sup goes to look at it as well, see if we're opening

1 up and if -- if we're not, we recommend, we recommend
2 something as well.

3 LIEUTENANT [REDACTED]: So you're kind of like double
4 checking what they're doing up on the bridge.

5 [REDACTED]: Yes, we have to concur with each other
6 most of the time. Or all of the time, technically.

7 LCDR [REDACTED]: Let me interject for a second. So in
8 the course of your watch there -- on the mid how many
9 times would you say that the bridge coordinated with you
10 and you concurred or not concurred on a collision avoidance
11 maneuver? Or a CPA avoidance maneuver.

12 [REDACTED]: I don't know if I didn't get any right
13 now or I just don't remember. But I wanna say I don't.

14 LCDR [REDACTED]: That was a zero? Ten?

15 [REDACTED]: Um, it was a few as we were going out
16 but that's like everything started to calm down, there was
17 really nothing much after that.

18 LIEUTENANT [REDACTED]: So let's move up to 0100.

19 [REDACTED]: Mm-hmm.

20 LIEUTENANT [REDACTED]: Your switchover comes at 1:45?

21 [REDACTED]: Yes.

22 LIEUTENANT [REDACTED]: And if I remember correctly, the
23 vessel still was headed in the southerly direction?

24 [REDACTED]: Yes.

Audio transcription - [REDACTED]

25

1 LIEUTENANT [REDACTED]: Was there maybe one additional
2 course change or two?

3 [REDACTED]: There was -- I wanna say around -- it
4 was a couple course changes and speed changes. There was a
5 few.

6 LIEUTENANT [REDACTED]: None of them come to mind being
7 different or unusual?

8 [REDACTED]: Um, different or unusual, um, there was
9 a few times we had to get SWS to ask up, be like, "Hey, was
10 there a course change, was there a speed change?" So we
11 had to get it down from there. But I don't wanna say it
12 was unusual, I don't think that crossed through my mind as
13 being unusual. I think, on that's why [REDACTED] questioned
14 it. And then he was like -- they're making a couple course
15 changes. He wants to know -- he's always like that,
16 though, he always wants to know, "Are you making a course
17 change?" It didn't cross my mind as unusual. I thought it
18 was just a normal thing since there were so many ships
19 around.

20 LIEUTENANT [REDACTED]: Is -- I know that there's the
21 night orders and standing orders. Does the CIC have any
22 capability or permission to call up the CO or XO and say,
23 "We -- we have a concern request"?

24 [REDACTED]: Um, me myself, I don't -- based off
25 those orders alone, when I last read them, I don't think I

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1 can. No. I wanna say the TAO can but I'm not gonna, I'm
2 not for sure about that. Not gonna say that. But I don't
3 think I can so I would've never thought of that at all.

4 LIEUTENANT [REDACTED]: I got it. So that was not -- did
5 that come up in any conversation during your watch of, we
6 might wanna get somebody else? Were there any situations
7 where there is concern by the team that another opinion
8 outside, such as the CO or XO, navigator, might wanna be
9 called?

10 Just for the voice recording, you're shaking your head
11 no.

12 [REDACTED]: Oh no, sorry.

13 LIEUTENANT [REDACTED]: Thank you. So let's work up to
14 the collision here. When was your first indication CIC
15 that something was not right?

16 [REDACTED]: I don't know, when the collision
17 actually happened.

18 LIEUTENANT [REDACTED]: That would be a good example.

19 LCDR [REDACTED]: To clarify, You're not aware of what
20 time the collision happened or you're saying it would've
21 been at the time of the collision that you thought
22 something was wrong?

23 [REDACTED]: The collision definitely happened around
24 like -- because we were about to get off watch so it
25 happened before 1:45 and I wanna say above 1:30.

1 LCDR [REDACTED]: But that was your first indication
2 that something was wrong.

3 [REDACTED]: Mm-hmm.

4 LIEUTENANT [REDACTED]: So no, as best you can tell no
5 communications from bridge, nothing from SWS, nothing from
6 any of your watch-standers that said, "There is a vessel
7 this far away."

8 [REDACTED]: So SWS told us, "Hey, there's a ship."
9 Because he had to go pee or something so I stood the watch
10 for him a little bit. He was like, "Hey, there's this ship
11 that's like reeling in but you've got to really watch it
12 because it might get lost in the clutter." I was like,
13 "Okay, that's fine."

14 We maintained a track on that one. He came back,
15 everything was good, we were just about to get off watch.
16 We, I went to the GCCS console, SWS was on SWS, Watch supe
17 was standing looking at BMS. TAO was at her console, OSS
18 was at his console. Surface at his console. No one said
19 anything awkward or weird.

20 LIEUTENANT [REDACTED]: So when you say all is good, that
21 you came back, said, "Yep, it's still there. All is good."
22 What -- what made it good?

23 [REDACTED]: What made it good? Um, I don't know.
24 You know --

1 LIEUTENANT [REDACTED]: And, and I can clarify that in my
2 mind. So I'm asking, was it past the ship and no risk of
3 collision or is it good as in, "Yeah, I've been watching
4 it, it's here, SWS knows that it's here, we're good. We
5 know where it is."

6 [REDACTED]: Yeah, we knew where the contact was, it
7 wasn't headed our way, it was fine.

8 LCDR [REDACTED] So the contact you're referring to, do
9 you think that was the contact that you collided with or
10 was that a different contact? Based on your recollection
11 of the track performance.

12 [REDACTED]: I couldn't tell you because I wanna -- I
13 wanna think that was that contact but the fact that we
14 still had a track on it, I wanna say something else slipped
15 through. Don't know how, don't know why, I'm still
16 confused on that fact. I don't know. I woulda had to be
17 looking at the radars at the time to think -- to actually
18 answer that question.

19 LIEUTENANT [REDACTED]: When you were helping cover for
20 the crew member that went to use the head, were you
21 checking the AIS laptop as well?

22 [REDACTED]: Um, with Surface, yes. Because if I
23 don't know the contact is, I'm like, "Surface, hey." Or
24 he'll just blow me up about it, "Hey, there's this contact
25 right here being reported by so-and-so. Check the course

Audio transcription [REDACTED]

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1 and speed of it." And I just go right back to him.
2 Verifying on the radar.

3 LIEUTENANT [REDACTED]: So the contact that you were
4 tracking, did you see that on the AIS and make the
5 connection?

6 [REDACTED]: Mm-hmm.

7 LIEUTENANT [REDACTED]: Quick question on radios. Is
8 radio contact from the Fitzgerald to other vessels handled
9 by the CIC?

10 [REDACTED]: No.

11 MR. [REDACTED]: Can you hear bridge-to-bridge contact in
12 CIC?

13 [REDACTED]: Yes, we can.

14 MR. [REDACTED]: Okay.

15 LIEUTENANT [REDACTED]: And did you recall any radio
16 contact?

17 [REDACTED]: No.

18 LIEUTENANT [REDACTED]: Do you recall any radio contact at
19 all during your watch?

20 [REDACTED]: On bridge-to-bridge, no.

21 MR. [REDACTED]: The contact that SWS was tracking and he
22 went to the head, you said you verified it on AIS.

23 [REDACTED]: Mm-hmm.

24 MR. [REDACTED]: Do you remember what the name of the
25 vessel was?

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1 [REDACTED]: No.

2 Mr. [REDACTED]: When he came back, you said that you
3 were -- that everything was good and said that um, you
4 meant it was good because you guys were past it?

5 [REDACTED]: Okay, now I get that question. Yes, I
6 still answer that question the way I thought I answered it
7 but um, I told him it was good as in hey, I maintained -- I
8 maintained tracking with all your tracks. There's nothing
9 new, everything's the same.

10 MR. [REDACTED]: Okay.

11 LCDR [REDACTED]: Do you remember what time you spot
12 relieved the SWS?

13 [REDACTED]: Um, it was, I want to say -- I can't
14 give an exact time but it was before 1:30 because I know I
15 was on the GCCS console at 1:30.

16 LIEUTENANT [REDACTED]: Was your -- was your shipmate away
17 for a long time?

18 [REDACTED]: No. He only took a few minutes to take
19 a pee.

20 CAPTAIN [REDACTED]: To try to accomplish that head break,
21 can you give a more -- before 1:30 but after a certain
22 time? You know, was it like --

23 [REDACTED]: I can't give you an after. It was later
24 on the watch, though. It was, it was no time early in the

Audio transcription [REDACTED]

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1 watch, it was later on in the watch, I can give you that
2 much.

3 MR. [REDACTED]: Back to the contact, sorry, I need to go
4 back. You said the radars had clutter at 2000. Between
5 2000 and 4000 it clears up somewhat.

6 [REDACTED]: Mm-hmm.

7 MR. [REDACTED]: And then outside 4000 you had a fairly
8 clear picture.

9 [REDACTED]: Yes.

10 MR. [REDACTED]: The vessel that he asked you to track
11 and keep an eye on, how far out was it?

12 [REDACTED]: Oh, it was all open but that vessel
13 you're talking about, to which vessel you're talking about,
14 it was in that 2000 range but we could still see it so I
15 wanna say it was around 3000 or so. We could still see it
16 so far so it was still good.

17 MR. [REDACTED]: So you were tracking it within 3,000, do
18 you remember what the relative bearing of that vessel was?
19 Like if you're looking at it, which way was she headed?

20 [REDACTED]: I don't know which way it was -- I don't
21 remember which way it was headed but I wanna say true
22 bearing, not relative because I don't know what position we
23 were in. Which way we were facing. But I wanna say it was
24 somewhere around 090 true bearing.

25 LIEUTENANT [REDACTED]: And that's bearing, not heading.

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1 [REDACTED]: That's bearing from us. Their heading,
2 I don't know which way they were headed. I don't know
3 which way we were headed at the time.

4 LCDR [REDACTED]: So you say 090 true bearing, that
5 means that that contact was east of your ship, is that
6 right?

7 [REDACTED]: That's why I answered it like that
8 because it could've been east of us, depending on which way
9 we were turned. If we were turned the other side, it
10 could've -- it could've been on the -- well, yeah. East
11 based off --

12 LCDR [REDACTED]: Direction doesn't matter --

13 [REDACTED]: Gotcha, I understand now.

14 LCDR [REDACTED]: East is east, so -- you say -- I'll
15 ask it again. You say this particular contact that we're
16 talking about that was somewhere around 2000 yards that you
17 were monitoring for your SWS who was taking a head break.
18 You're saying that the bearing of that vessel when degrees
19 true was 090.

20 [REDACTED]: Yes.

21 LCDR [REDACTED]: Which would make it east of the
22 Fitzgerald.

23 [REDACTED]: Mm-hmm.

24 LCDR [REDACTED]: Okay.

1 MR. [REDACTED]: So you guys say that you have VMS,
2 radar, AIS, and GCCS. So --

3 [REDACTED]: And a camera.

4 MR. [REDACTED]: And a camera. All right, so VMS as we
5 understand it is when they target a vessel over here at the
6 radar, it shows up on the VMS. Are you guys able to see
7 those targeted vessels also?

8 [REDACTED]: Sometimes, yes.

9 MR. [REDACTED]: Sometimes. So if you can see them, then
10 is SWS actively tracking it then?

11 [REDACTED]: Um, SWS is actively tracking it always.
12 I don't know how it shows up on VMS. I'm pretty sure it's
13 connected to the radars but I don't know.

14 LCDR [REDACTED]: How familiar are you with VMS?

15 [REDACTED]: Um, I'm a VMS operator.

16 LCDR [REDACTED]: So you've completed the school?

17 [REDACTED]: Mm-hmm.

18 LCDR [REDACTED]: You completed PQS?

19 [REDACTED]: Um, not yet, no.

20 LCDR [REDACTED]: Okay.

21 CAPTAIN [REDACTED]: I gotta couple here so, uh, as for
22 your watch station and/or rate is the navigation rules
23 examination required for qualification?

24 [REDACTED]: Um, I don't remember that specific PQS.

1 LCDR [REDACTED]: Do you take rules of road exams as far
2 as your training?

3 [REDACTED]: Um, at some point in time, yes.

4 CAPTAIN [REDACTED]: Do you recall taking the rules of the
5 road exam for your watch?

6 [REDACTED]: I can't recall.

7 CAPTAIN [REDACTED]: How would you say the CIC environment
8 was that night while on watch? Was it particularly noisy,
9 particularly busy?

10 [REDACTED]: It was really quiet.

11 CAPTAIN [REDACTED]: Really quiet? No, uh, no discussions
12 over the import period, not -- not loud chatter, people
13 were focused on their watch stations? How was chat, was
14 chat particularly busy?

15 [REDACTED]: The chat wasn't busy at all either.

16 CAPTAIN [REDACTED]: And what's your involvement with chat,
17 are you one of the chat operators or you're just kind of
18 keeping an eye on chat and visiting periodically?

19 [REDACTED]: Based on GCCS, I keep an eye on it, see
20 if anybody wants anything from us. If there's anything new
21 to update, keep the GCCS services up based off whoever has
22 control at the moment. That's my chat.

23 CAPTAIN [REDACTED]: How about during watch, did the CO,
24 XO, Operations Officer, CSO, any senior department head
25 visit combat?

1 [REDACTED]: At that watch, no. Visit, no. No one
2 came down. No sir.

3 CAPTAIN [REDACTED]: And during the watch, since you were
4 under instruction, what was the qualified doing? You were
5 serving under the instruction of someone qualified in the
6 watch station so what were their actions? Right by your
7 side most of the time? Sitting down at the console?

8 [REDACTED]: He was just making sure I stayed on my
9 watch. Making sure I do everything that a watch supe is
10 supposed to do Like, "Hey, [REDACTED] take the fix." "Hey,
11 [REDACTED], uh, make sure you remember this." "Hey, go check
12 on SWS."

13 CAPTAIN [REDACTED]: Fair to say that they were running
14 their own watch or that they were running watch and cueing
15 you for the part that you should be involved in?

16 [REDACTED]: Mm-hmm.

17 LCDR [REDACTED]: So I'm gonna ask -- some of the same
18 question, well maybe a little bit differently than the
19 questions I'm gonna ask you. So let's get back to his, how
20 busy would you say the surface picture was? So you guys
21 enter the way you went to Anchorage, right, you slung ammo
22 for awhile for the afternoon, you got away, you transited
23 you enter Sagami-Wan, right, came around, South Miura
24 Peninsula, you did flight operations.

25 [REDACTED]: Mm-hmm.

1 LCDR [REDACTED]: Did boat operations up by Miura-- and
2 then about 2300, 2330 Fitz turns southwest begin transit,
3 right?

4 [REDACTED]: Yes.

5 LCDR [REDACTED]: So you came on watch probably while
6 boat ops were going on?

7 [REDACTED]: I think so.

8 LCDR [REDACTED]: Okay and then you started the mid and
9 then the ship was transiting. So starting with the end-of-
10 boat ops and the transit south leading up to the collision,
11 how -- how heavy on a scale of one to ten would you say
12 traffic was, one being not a ship in sight, ten being the
13 heaviest traffic you've ever seen?

14 [REDACTED]: It was -- I wanna say it was a good five,
15 because it was average traffic.

16 LCDR [REDACTED]: Okay. All right. What's the
17 Captain's standard for CPA reporting? What's the distance
18 in which the OOD is required to call, do you know?

19 [REDACTED]: Um, so what's required for the OOD to
20 call them, I think it's CPA within 6,000 yards.

21 LCDR [REDACTED]: Okay. All right, good. So based on
22 that, right, you guys down in CIC are providing backup to
23 the bridge, right?

24 [REDACTED]: Mm-hmm.

1 LCDR [REDACTED]: Do you recall any situations with
2 other vessels leading up to the collision, other ships that
3 you passed that night that passed within 6,000 yards?

4 [REDACTED]: I mean if -- they were all in that
5 range, I would assume probably a couple of them did.

6 LCDR [REDACTED]: Okay and do you recall, in those
7 situations, was there active dialog between the bridge and
8 CIC, between SWS and Surface and the OOD on net 15, talking
9 about those contacts?

10 [REDACTED]: So I didn't pay much attention to net 15
11 because I didn't have a headset on. SWS and Surface did so
12 you would have to get the accurate information from them.

13 But from -- in the beginning it was just, "Hey, we're
14 gonna be doing contact avoidance." So we kind of just like
15 let it off. Me, myself, because I'm not on the radar or
16 anything. Uh, I wanna say after we knew who everybody was
17 and what we were doing, it was just like not -- not any
18 more.

19 LCDR [REDACTED]: So it sounds like net 15 is not
20 amplified? Over where the watch sup stands stands watch on
21 the starboard side of combat, is that correct?

22 [REDACTED]: So we have it dialed into a phone so
23 sometimes it's kind of low. You have to go over there and
24 just like listen to it.

1 LCDR [REDACTED]: Okay, but it's not, it's not amplified
2 in a speaker where you can just -- you could be at the
3 chart table and you could listen to net 15.

4 [REDACTED]: Um, not -- from the chart table, yeah.
5 It's just that I think it's on the speaker. Yes, it --
6 it's definitely coming from the speaker but it's never loud
7 enough.

8 LCDR [REDACTED]: Okay. Okay. To your knowledge, based
9 on -- it sounds like there was some number of situations
10 prior to the collision where Fitz was inside the CPA
11 reporting range, right? Or the Captain. To your
12 knowledge, do you know whether the Captain was ever called
13 to make reports?

14 [REDACTED]: No.

15 LCDR [REDACTED]: Okay, so no discussion between Service
16 and TAO or Surface and SWS and the bridge that you heard.

17 [REDACTED]: Not that I remember and if, if the
18 bridge was to call the Captain, I wouldn't hear it anyway
19 unless they actually told us, "Hey, he called the Captain
20 for this reason."

21 LCDR [REDACTED]: So in your experience standing watch,
22 especially with SWS where you are on F15.

23 [REDACTED]: Mmmm.

24 LCDR [REDACTED]: On the occasions where the OD calls
25 the Captain to make a contact report and get -- get

1 permission to maneuver to avoid a close CPA, does the
2 bridge, is the bridge in the habit of letting combat know,
3 "Hey, I called the Captain, here's what we agreed to"?

4 [REDACTED]: It depends on who is the OOD. Um, I
5 haven't heard that recently because I haven't stood SWS.
6 Back when I stood bright bridge on the bridge, I used to
7 hear it all the time from my past OODs but that was months
8 ago. We have plenty of other OODs now.

9 LCDR [REDACTED]: Okay. So another question, let me
10 ask, so the laptop is over by the Surface counsel and is it
11 on the right side?

12 [REDACTED]: It's on his right side.

13 LCDR [REDACTED]: Okay. All right, was it on and
14 working that night?

15 [REDACTED]: It was on and working.

16 LCDR [REDACTED]: All right. So in the bridge surface
17 module team, right, Surface, OSS, SWS -- being supported
18 and supervised by the Watch Sup, who in that group of folks
19 makes the report to the bridge that they've have a contact
20 that's gonna have a CPA, it's gonna be close.

21 [REDACTED]: It can be Surface or it can be SWS.

22 LCDR [REDACTED]: Okay. All right. I've asked him all
23 my questions.

24 LIEUTENANT [REDACTED]: You just mentioned bright bridge
25 hasn't been used in a while. Why is that?

1 [REDACTED]: Because it's the same watch. We as SWS
2 on our ship, I don't know how it works on other ships, we
3 used to stand SWS during -- during the daytime and as the
4 sun went down we went up to bright bridge and stand the
5 same exact watch up there and we report the course, the
6 speed changes down to CIC ourselves.

7 LIEUTENANT [REDACTED]: But now that's just done from the
8 CIC.

9 [REDACTED]: Yeah, it's just done from CIC.

10 LCDR [REDACTED]: Do you know why that change was made?

11 [REDACTED]: Um, personal reasons. Just, I guess, we
12 got new people and it was like -- hey, this makes no sense
13 to stay down here type thing. That's it.

14 LIEUTENANT [REDACTED]: Is there any equipment that's used
15 on the bridge for bright bridge?

16 [REDACTED]: Yes, it's the same exact console that's
17 basically down at CIC.

18 LIEUTENANT [REDACTED]: And you know if that's
19 operational?

20 [REDACTED]: It's operational.

21 MR. [REDACTED]: The system on the bridge is operational.

22 [REDACTED]: Yeah.

23 CAPTAIN [REDACTED]: And you mentioned before that OSS was
24 manned, there was a camera on the entire time? How many
25 contacts were they asked to pick out?

1 [REDACTED]: I can't tell you that one either, I
2 wasn't focused on what Surface usually tells OSS -- hey, do
3 this, do that. Maybe OS1 [REDACTED] can get you that but I
4 wasn't focused on that section over there. I'm just
5 usually focused on what my SWS sees and my GCCS picture.

6 LIEUTENANT [REDACTED]: And the position you filled in for
7 before, that was SWS? For that brief head call?

8 [REDACTED]: Mm-hmm.

9 LIEUTENANT [REDACTED]: Was SWS? Okay, so Surface was
10 working next to you, Surface is monitoring OSS and giving
11 direction.

12 [REDACTED]: Mm-hmm. I wouldn't say he's monitoring
13 it, he monitoring his radar and telling OS -- OSS to go to
14 -- hey, I see this ship over here, could you swing over
15 here real quick to see what's going on with that? See who
16 that is, let's identify them.

17 LIEUTENANT [REDACTED]: Do you -- do you remember ever
18 catching a peek and going -- "Oh, there's a ship, there's a
19 wave. Anything -- anything come to mind from your time on
20 the watch of what was on the OSS screen?

21 [REDACTED]: Um, maybe once or twice there was a few
22 ships. I remember, I wanna say I went over there twice,
23 there was always a ship on the screen.

24 LIEUTENANT [REDACTED]: I'm not sure how much that can
25 zoom in, zoom out, get the distance. But --

1 [REDACTED]: I couldn't tell you either but it's
2 within -- within the ratio, I want to say. It depends, um,
3 how clear the weather is, basically, if you can see things
4 really far off.

5 LIEUTENANT [REDACTED]: Was the weather pretty clear?

6 [REDACTED]: I wanna say the weather was clear.

7 LIEUTENANT [REDACTED]: And so those few images of ships
8 that you saw, there was nothing unusual?

9 [REDACTED]: No, they were just doing what they do.

10 LIEUTENANT [REDACTED]: Okay.

11 CAPTAIN [REDACTED]: Are you required to read the CO's
12 standing orders?

13 [REDACTED]: Yes.

14 LCDR [REDACTED]: When are you required to do those?

15 [REDACTED]: I wanna say technically once a month but
16 we review them like whenever we think about them or
17 whenever like we come on watch just for -- just to review
18 them.

19 CAPTAIN [REDACTED]: Is that a ready reference?

20 [REDACTED]: Hmm?

21 CAPTAIN [REDACTED]: Is that a ready reference printed off
22 copy in CIC?

23 [REDACTED]: Mm-hmm.

1 CAPTAIN [REDACTED]: Do you feel empowered by the CO's
2 standing orders to take action when you feel others are
3 not?

4 [REDACTED]: Um, yes, no at the same time. Yes as in
5 -- hey, if something really weird is going on, I'll be like
6 -- hey, based off this, hey could you do this or tell this
7 person that? That's it.

8 CAPTAIN [REDACTED]: Are there any clear actions to you as
9 a watch standard in combat through the CO's standing orders
10 where you are compelled to take action?

11 [REDACTED]: Had a discussion about this. I don't
12 think so. I'm not sure. I mean I'm pretty sure the CO
13 standing orders should talk to everybody so I want to say
14 that as well. I don't know. I think -- I don't know.

15 CAPTAIN [REDACTED]: Who would you say is your most
16 experienced tactical action officer that you stood watch
17 with?

18 [REDACTED]: I couldn't say. Based on the situation,
19 I couldn't say.

20 CAPTAIN [REDACTED]: And then for mo board, since you
21 mentioned them there, how often is mo board training
22 conducted?

23 [REDACTED]: Mo board training is conducted. I
24 couldn't tell you, from my watch, almost every watch. Just

1 random mo board's being done just because -- hey it's part
2 of the contact to do a mo board.

3 CAPTAIN [REDACTED]: And who would you say is really good
4 at mo boards, who's the best at mo boards?

5 [REDACTED]: I want to say LSI [REDACTED].

6 CAPTAIN [REDACTED]: Those are all the questions I had,
7 thank you.

8 LIEUTENANT [REDACTED]: All right. One additional
9 question that came up here.

10 [REDACTED]: Mm-hmmm.

11 LIEUTENANT [REDACTED]: Following the collision, the
12 reports are coming in of damage to the vessel, flooding,
13 various casualties going on on board the vessel. Is the
14 CIC responsible for recording those? Those reports?

15 [REDACTED]: Is CIC responsible for recording those
16 reports?

17 LIEUTENANT [REDACTED]: Or basically, who's -- who's
18 getting all these reports and putting them in one place so
19 that the vessel knows what -- what have we got to take care
20 of? What's damaged and where do we go from here?

21 [REDACTED]: Um, the person who's supposed to take
22 reports of what's happening, it's definitely a CCS. That's
23 the main one. I'm pretty sure CIC would have recorded
24 something if they thought about it at the time. I'm not

1 sure they were -- if -- if -- because I ran out of CIC
2 automatically so I wouldn't know if they recorded anything.

3 But if someone had the mindset, I'm pretty sure they
4 woulda wrote some down but it's definitely going to CCS,
5 damage control center.

6 LIEUTENANT [REDACTED]: Leaving CIC, was that general
7 court, what reason did you leave?

8 [REDACTED]: We had to, um, my first mindset was I
9 had to find out if we actually got hit because we don't
10 know what it could have been.

11 LIEUTENANT [REDACTED]: And then did you report back or
12 stand watch with --

13 [REDACTED]: Definitely not. I ran back in, I told
14 them what happened and I went straight to go set ZEBRA.

15 LIEUTENANT [REDACTED]: And just casualty response after
16 that?

17 [REDACTED]: Mm-hmm.

18 LIEUTENANT [REDACTED]: Captain [REDACTED]?

19 CAPTAIN [REDACTED]: What repair locker were you on?

20 [REDACTED]: Three.

21 CAPTAIN [REDACTED]: Three? Okay. So on three so you and
22 your fellow shipmates experienced all the -- that event
23 that night. The collision and the events following the
24 collision, getting the ship -- saving the ship and getting
25 the -- getting her back in the port. I'm sure that you saw

1 some of your shipmates do some pretty incredible things.
2 Heroic things.

3 So we've been asking everybody that we interview if
4 there's any individual, groups of individuals that you
5 think, based on your personal observation or just word
6 around the crew that you thought were particularly heroic
7 or did a good job. And if so, who might that be?

8 [REDACTED]: That's a lot of names, I'm sorry.

9 CAPTAIN [REDACTED]: You just -- how about you just like
10 the top three that come to mind.

11 [REDACTED]: Um, mmm, so a SWS OS2 [REDACTED]
12 (phonetic), he is did some dewatering uh, give me a second
13 on this one. He did some dewatering regardless of the fact
14 that he could have been electrocuted because power wasn't
15 secured at the time he needed to do what he needed to do.

16 Chief [REDACTED] saved a few lives, actually a lot. I
17 can't give you [REDACTED] I know back there in my repair locker
18 itself was PFC [REDACTED] just for basically keeping
19 everybody stable and calm back there in my locker because
20 everyone was basically like -- they were freaking out. So
21 I would say him definitely.

22 There's a lot of other names I could name. They all
23 reacted how they should have reacted based off we fight
24 like we train type thing. So yeah.

25 CAPTAIN [REDACTED]: Okay.

1 [REDACTED] : Okay.
2 CAPTAIN [REDACTED] : Thank you.
3 [REDACTED] : No problem.
4 LIEUTENANT [REDACTED] Well, we thank you definitely for
5 your time here today.
6 [REDACTED] : Mm-hmm.
7 LIEUTENANT [REDACTED] : And anytime you have any
8 additional questions for us or have some additional
9 information that comes to mind, please feel free to reach
10 out to us as we'd be glad to talk to you.
11 Again, we understand that this has been difficult and
12 we appreciate all your assistance here today. Thank you
13 very much.

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