

# CUI

## ATTENTION

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## ATTENTION

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# CUI

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UNITED STATES COAST GUARD

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

CAPTAIN [REDACTED] Go ahead and have a seat please.  
All right. Mr. [REDACTED], I'll kick things off. Oh, I'm  
Captain [REDACTED], I'm the Navy's Representative to the Coast  
Guard's, uh, investigation into the collision of what  
occurred. Our job here to find out what happened.

[REDACTED] Yes, sir.

CAPTAIN [REDACTED] Okay. Any questions about that?

[REDACTED] No, sir.

CAPTAIN [REDACTED] Okay.

LIEUTENANT [REDACTED] So, good morning. I'm  
Lieutenant [REDACTED] the Senior Investigating Officer  
for the U.S. Coast Guard Activities Far-East here 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 the ACX Crystal on June 17th, 2017.

This investigation is intended to determine the cause  
of the casualty to the extent possible and to obtain  
information for the purpose of preventing similar  
casualties in the future. To assist with the accuracy of

1 our investigation we will be recording today's interview,  
2 which is taking place on June 29th at 9:05.

3 On my team, today I have Mr. [REDACTED] from the Coast  
4 Guard's National Center of Expertise for Investigations. I  
5 also have Lieutenant Commander [REDACTED] who works at our  
6 office and has a previous CO of Coast Guard Cutters. As  
7 mentioned, Captain [REDACTED] here is working as a Liaison  
8 Officer between the Navy and the Coast Guard to help  
9 facilitate communications. And I also have Lieutenant  
10 Commander [REDACTED] who is from the Navy's Safety  
11 Investigation Board to assist with the Navy's  
12 investigation. Uhm, we also have Captain [REDACTED], who is the  
13 Commanding Officer of Coast Guard Activities Far-East. And  
14 Mr. [REDACTED] who is also from the National Center of Expertise  
15 from the Coast Guard.

16 Before we begin, could I get the spelling of your  
17 first name, please?

18 [REDACTED] Uh, yes sir. It's [REDACTED].

19 LIEUTENANT [REDACTED] All right. Thank you very  
20 much.

21 LIEUTENANT COMMANDER [REDACTED] Good morning.

22 [REDACTED] Good morning.

23 LIEUTENANT COMMANDER [REDACTED] Could I get your age,  
24 please?

25 [REDACTED] It's [REDACTED].

1 LIEUTENANT COMMANDER [REDACTED] [REDACTED]. And so you're  
2 commissioning source was?  
3 [REDACTED] OCS.  
4 LIEUTENANT COMMANDER [REDACTED] OCS. And so, what did  
5 you do, uh, before going to OCS?  
6 [REDACTED] Uh, I worked for a company called  
7 [REDACTED].  
8 LIEUTENANT COMMANDER [REDACTED] [REDACTED] ?  
9 [REDACTED] Yeah.  
10 LIEUTENANT COMMANDER [REDACTED] [REDACTED] ?  
11 [REDACTED] Yeah. [REDACTED] for  
12 --  
13 LIEUTENANT COMMANDER [REDACTED] Okay. So, uh, OCS for  
14 you was, uh, coming in from the civilian side?  
15 [REDACTED] Yes.  
16 LIEUTENANT COMMANDER [REDACTED] Okay. All right.  
17 And, uh, so when did you join the Navy?  
18 [REDACTED] Uh, showed up at OCS in, uh, [REDACTED]  
19 [REDACTED] and, uh, I commissioned [REDACTED].  
20 LIEUTENANT COMMANDER [REDACTED] And, uh, when did you  
21 join the Fitzgerald?  
22 [REDACTED] Uh, I showed up, uh, [REDACTED] I  
23 believe was the day they, uh, stamped my papers. Uh, I  
24 left Fitzgerald early March, between early mid-March to go  
25 to, uh, Basic Division Officer School in San Diego and I

1 returned to the Fitzgerald mid-May. Maybe May 16th, maybe.  
2 And I, uh, was in the process of starting to get  
3 permanently gained to the ship.

4 LIEUTENANT COMMANDER [REDACTED] All right. So, could  
5 you -- could you help me out. Could you tell me a little  
6 bit about, uh, BDOC there?

7 [REDACTED] Uh, it's, uh, Basic Division  
8 Officer's School in San Diego. It's located on the dry  
9 side. Uh, they go over six courses with six tests in each  
10 course. Uh, they spend about a week, uh, maybe a little  
11 bit more on Rules of the Road. Uh, you have Naval Seamen  
12 Ship and, uh, they also do Damage Control. Surface Warfare  
13 Officer Engineering. Uh, Maritime Warfare. And, uh, we  
14 took -- we take six tests, but off of the top of my head I  
15 can't remember [inaudible 04:07].

16 LIEUTENANT COMMANDER [REDACTED] All right. And so,  
17 uh, just having recently reported aboard, uh, did you have  
18 any assigned, uh, primary duties?

19 [REDACTED] Uh, so about a week before the  
20 collision, the Friday before I, uh, turned over as the new  
21 First Lieutenant, because the First Lieutenant at the time  
22 was leaving. Uhm, so I had, uh, the Deck Division, OD  
23 Division that was my, uh, only, only real assigned,  
24 assigned duty that I was given.

1       LIEUTENANT COMMANDER [REDACTED] Any, uh, any  
2 collateral duties that you may have been assigned as part  
3 of that?

4       [REDACTED] I had no collateral duties.

5       LIEUTENANT COMMANDER [REDACTED] Uhm, all right. So,  
6 as we've heard from other, uh, interviews the, uh, the day  
7 of the 16th there was a pretty long list of activities that  
8 needed to take place on your way out to sea.

9       [REDACTED] Yeah.

10       LIEUTENANT COMMANDER [REDACTED] Uh, so if you could,  
11 could you walk us through how your day went and your  
12 involvement in any of those activities?

13       [REDACTED] Definitely. So, liberty expired at  
14 6:00 a.m. that morning. Uh, I showed up to the ship  
15 before, before liberty expired. Went up to the wardroom, I  
16 had, had breakfast. Uh, we had khaki call at 7:30. Uh, we  
17 had a NAV brief at, at 9:00 a.m. I spent my time studying  
18 for the NAV brief, because it was the first time I was  
19 First Lieutenant going over ground tackle. I practiced it  
20 before and did it as a Second Lieutenant, but, uh, that was  
21 a little different brief, because we were also doing a sea,  
22 an anchorage outside Yokosuka. So, I had to be prepared  
23 for that. And to know what needed to get briefed.

24       Uhm, so I gave that brief, that went on until about  
25 maybe 9:30. Uh, during that brief I had a CSO come up to

1 me and told me that I needed to get Watch Bills made for  
2 small load operations as well as the Flight Quarters we  
3 were going to have done, because that falls under First  
4 Lieutenant. Uhm, uh, didn't really know exactly how to  
5 make a Watch Bill, so I, uh, I was going around asking, uh,  
6 other members of the Ship if they knew exactly what he,  
7 what he wanted. I spent a fair amount of time trying to  
8 get those Watch Bills made knowing what positions needed to  
9 get filled, uh, using the Watch Team replacement plan that  
10 I had, but making adjustments to it to get that done.

11 I went through a couple of copies, uh, didn't get that  
12 finished. I know we had meal hours from 10:30 to 11:00,  
13 uhm, it was only -- they only offered it for 30 minutes,  
14 because we were going into Sea and Anchoring and I was just  
15 working on the Watch Bills.

16 We -- they called Sea and Anchoring at 11:00. I went  
17 down to -- they had me assigned to do an under instruction  
18 in AFT Steering, so I spent AFT Steering with, uh,  
19 Lieutenant Junior Grade [REDACTED] who was down there. She was  
20 teaching me how to do AFT Steering throughout, uh, the Sea  
21 and Anchoring.

22 LIEUTENANT COMMANDER [REDACTED] So, for Sea and Anchor  
23 detail you were AFT Steering?

24 [REDACTED] I was AFT Steering.

1           LIEUTENANT COMMANDER [REDACTED]    Okay. And you had  
2 said you gave the -- the NAV brief?

3           [REDACTED]           Uhm, I gave the ground tackle  
4 portion.

5           LIEUTENANT COMMANDER [REDACTED]    The ground tackle.

6           [REDACTED]           The groundside portion, uh, go over  
7 the non-graph and several other, uh, just details, uh, that  
8 morning like configurations, and, uh, kind of what when you  
9 -- what the folks will be taking care of at what points and  
10 then how far away we are from anchorage, what commands are  
11 given.

12          LIEUTENANT COMMANDER [REDACTED]    All right. So, uh,  
13 Under Instruction for leading up to anchorage in AFT  
14 Steering?

15          [REDACTED]           Yeah. I was, so when they called the  
16 Sea and Anchor detail at, uh, right about it was 1100. I  
17 went down to the AFT Steering and, uh, was under  
18 instruction with Ensign [REDACTED], or Lieutenant Junior Grade  
19 [REDACTED]. Uhm, there is a Felderman Wine 3 [REDACTED] was down  
20 there operating the console, uh, and then 2 [REDACTED] was the  
21 engineer, we just, they were all teaching me different  
22 things about AFT Steering.

23          LIEUTENANT COMMANDER [REDACTED]    Sure. So, and the  
24 sequence of events that we're getting at, so is that, uh,  
25 uh, the Fitzgerald gets underway, they proceed to



1 anchorage. There's an ammo transfer. Then underway from  
2 anchorage, uh, then to your Flight Quarters, uh, Patrol Box  
3 for flight evolutions. And then, uh, subsequently you'll  
4 have it followed by Boat Ops. So, --

5 [REDACTED] Yeah.

6 LIEUTENANT COMMANDER [REDACTED] -- just generally, we  
7 don't, uh, just --

8 [REDACTED] Oh, no details. Uh, yes. Then we  
9 went right from Sea and Anchorage, uh, then they called it  
10 away at 12:30. Then we went to, uh, I was getting ready  
11 for just doing a Flight Quarters brief. We had Ops until  
12 brief at, you know, 14. Then, uh, about 1530 they called  
13 away Sea and Anchor again to get away from Sea and Anchor.

14 LIEUTENANT COMMANDER [REDACTED] So from underway from  
15 anchorage you were in AFT Steering again?

16 [REDACTED] In AFT Steering again. And then  
17 immediately following Sea and Anchor as soon as they called  
18 it away right to Flight Quarters.

19 LIEUTENANT COMMANDER [REDACTED] Okay. And, uh, what  
20 did you do for Flight Quarters?

21 [REDACTED] I went into the HDO attire and I  
22 recorded every DLQ, uh, deck landing qualification for when  
23 the helicopter landed and took off. Would clear the Port  
24 every port, come back around and, uh, get another DLQ.

1           LIEUTENANT COMMANDER [REDACTED]           So, are you HDO Under  
2 Instruction or just assisting?

3           [REDACTED]           Uhm, I'm uncleared. Uh, last time we  
4 did Flight Quarters that's where the CO had me and during  
5 the brief that's where I had myself in the Flight Quarters  
6 Brief, so that's where I went.

7           LIEUTENANT COMMANDER [REDACTED]           All right. And then,  
8 uh, so, Flight Quarters has a day and a night element to  
9 it, uh, in the HU Tower for the total duration?

10          [REDACTED]           Yeah. We were set to do 16-day deck  
11 landings and then at nighttime we were set to do 18, uh,  
12 I'm pretty sure it was a --

13          LIEUTENANT COMMANDER [REDACTED]           Uh, and, uh, what  
14 Watch were you scheduled for that day?

15          [REDACTED]           The Mid-Watch.

16          LIEUTENANT COMMANDER [REDACTED]           Mid-Watch.

17          [REDACTED]           It's about, uh, 2200 to 0200.

18          LIEUTENANT COMMANDER [REDACTED]           2200 to 0200. All  
19 right. So, the end of, uh, Flight Quarters, uh, there was  
20 Boat Operations?

21          [REDACTED]           Yeah.

22          LIEUTENANT COMMANDER [REDACTED]           Yeah.

23          [REDACTED]           It went, uhm, so as soon as Flight  
24 Quarters ended, they sounded for Boat Operations.

1 LIEUTENANT COMMANDER [REDACTED] And your role for Boat  
2 Operations was?

3 [REDACTED] So, as the First Lieutenant, you  
4 know, should be a safety observer. Uh, but I, it was when  
5 they called away Flight Quarters it was already 2115/2120,  
6 so I went straight to CCS where we start our walkthrough  
7 for Watch and, uh, I needed to, uh, -- everyone that was  
8 there didn't get a chance to eat dinner, so they had hot  
9 boxes ready for us to eat. But, uh, I just, uh, went  
10 straight to CCS.

11 LIEUTENANT COMMANDER [REDACTED] So, uh, did you not  
12 have a meal or did you take a meal along with you?

13 [REDACTED] No, I, um, I wound up going from CCS  
14 to Combat where I saw my OOB and talked about needing to  
15 get food. Because it's been a while since I ate and, uh, I  
16 called up to the Bridge to tell the CONN that I was going  
17 to be late because I need to eat, because we were just  
18 going from evolution to evolution. So, I did get -- I got  
19 a chance to go and have some food in the, in the mess deck.

20 LIEUTENANT COMMANDER [REDACTED] Okay. So, you  
21 visited, uh, CCS and then you went to eat?

22 [REDACTED] Yeah. Well, yeah. I went to CCS, it  
23 was, uh, I waited outside for the Bridge Team to come  
24 through. They didn't come through. So, I went in about  
25 2125, asked them -- Bridge Team came through and then they

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1 told me the plan configuration, kind of the general CCS  
2 knowledge you need to go take the Bridge.

3 And then I was in maybe about 2028, 2030, 2130 I was  
4 in Combat where I had, uh, saw the oncoming OOD and, uh, we  
5 looked up -- I had, I said because I know for a small boat  
6 operations you check for small craft advisories and there  
7 was a small craft advisory out because I asked them to look  
8 up on the messages. And, uh, you know, just the OOD that  
9 talked to Captain to see what needed to be done, but, and  
10 then I just told the OOD I needed to eat and she told me I  
11 needed to check with that CONN, that OOD that was up there.  
12 So, I used the, uh, IX phone to call up and told the CONN's  
13 to give me five minutes, I need to eat.

14 LIEUTENANT COMMANDER [REDACTED] All right. And so,  
15 then you ate and then, uh, where did you go?

16 [REDACTED] So, I was instructed to eat and come  
17 up to the Bridge. So, I went to the Galley, I ate, and  
18 then I went up to the Bridge and started turnover with  
19 Ensign [REDACTED] [phonetic].

20 LIEUTENANT COMMANDER [REDACTED] So, walk us through  
21 what that turnover looks like? What stations your there,  
22 what you're doing at each station?

23 [REDACTED] So, when you go to CCS they tell you  
24 about the plan configuration. What generators are up at  
25 that hour, if they have the Night Orders and they know what

1 it says for engineering they'll give you an idea of it.  
2 Uhm, generally you do it with your JOD and every OOD is  
3 different to how they do it. I've only done it with a  
4 couple and, uh, just that one. And then I went to Combat  
5 where you get an idea from who the, uh, I guess if they saw  
6 the Night Orders at the time or if they know what's going  
7 on and they'll tell you what the contact picture is from,  
8 from Combat or if there's, you know, we're trailing for  
9 example or, or just any kind of thing that we're trying to  
10 do at the moment, they'll give you an idea. And, uh, and  
11 the CICWO is who I talked to. And then I went from there I  
12 was instructed to go to, to the Bridge and then we do that  
13 turnover they tell you, uh, what speed you're going, the  
14 course you're going.

15 We all take the binoculars, get an idea of the contact  
16 picture until you're comfortable with the turnover. And  
17 then they, again, they'll go over if you're, uh, split plan  
18 for trail-- trail shaft, uh, they'll go over just the  
19 details of, uh, the Watch, you know, what steering your  
20 units are using. Uhm, there's a formula that they  
21 generally say that especially when the Helm/Lee Helms  
22 turnover, you kind of -- you go over that as well. They'll  
23 repeat it back to you when you do turnover.

24 LIEUTENANT COMMANDER [REDACTED] Uh, did you notice as  
25 part of your pass downs any, uh, degraded equipment?

1 [REDACTED] Uh, not on pass down [inaudible 1446]  
2 equipment.

3 LIEUTENANT COMMANDER [REDACTED] Okay. Uh, you had  
4 said that you had take -- you take the binoculars and you  
5 get an idea of the contact situation. Can you walk me  
6 through what you do as far as how do you get that  
7 situation?

8 [REDACTED] So, I went through with, uh, Ensign  
9 [REDACTED], hit the Bridge Main to just kind of take a look  
10 out and see if there was anything of concern. There was  
11 nothing of concern. We were going right into Boat Ops, so  
12 we were just talking about making a Lee and, uh, the  
13 Captain was on the Bridge and we, uh, kind of just got --  
14 got prepared to do the Boat Operations. Uh, that was my,  
15 uh, first time doing it without being under instruction, so  
16 I was being extra careful with the Captain being on the  
17 Bridge. Making sure I had my standard commands right.  
18 Uhm, making sure you're on the Bridge when watching, when  
19 they, you know, load lower and launch the RHIB. So, I was,  
20 uh, on making sure I was sharp for when he was out there.

21 LIEUTENANT COMMANDER [REDACTED] So, when the Captain  
22 is on the Bridge is there a permission requested to --

23 [REDACTED] Yeah.

24 LIEUTENANT COMMANDER [REDACTED] -- relieve the Watch?

1 [REDACTED] Yeah, there it is. You have to ask  
2 the Captain permission to relieve the Watch.

3 LIEUTENANT COMMANDER [REDACTED] And a standard script  
4 of what he's expecting as part of that relief?

5 [REDACTED] Yeah.

6 LIEUTENANT COMMANDER [REDACTED] Uh, in, in that relief  
7 do you recall, was it particularly heavy contact  
8 environment? Were there many contacts to report and track?

9 [REDACTED] No. Because when we were -- we were  
10 pretty close to, close to land. Maybe a mile and a half, a  
11 mile and a half out, a mile out. Uh, because we were  
12 getting the boat to was dropping it off, I believe it was  
13 ATG and a couple of the sailors that we had onboard they  
14 needed to get back to land.

15 LIEUTENANT COMMANDER [REDACTED] Okay. So, uh, walk me  
16 through your Watch. So, you've taken a Watch now and, uh,  
17 Boat Ops is now wrapping up. Uh, the boat is back. You  
18 secure the ship for the sea and you're headed outbound. Uh,  
19 what's, uh, what does traffic look like? Any concerns?

20 [REDACTED] I mean there was kind of concerns.  
21 Traffic, traffic area it was -- see a lot of lights out,  
22 kind of keeping, keeping an eye on things, uh, I know we  
23 had, we had land to our right. So, Boat Ops I think ended  
24 around 2300. So, the Captain left the Bridge. Some close  
25 contacts. Uh, I know that you're supposed to make a

1 contact report if there are contacts nearby. And I asked,  
2 I said hey, are we supposed to be making contact reports  
3 and, uh, the OOD said that she had the Captains permission  
4 to kind of -- because in the standing orders, I think it  
5 was 6000, but she said she had, she got his permission to I  
6 guess maybe not 6000, but less, I was not completely clear.

7 CAPTAIN [REDACTED] Do you recall that being briefed  
8 publicly on the Bridge by the Captain to the Watch Team?  
9 Or was that just what the OOD told you?

10 [REDACTED] That's, that was being the Captain  
11 and the OOD.

12 CAPTAIN [REDACTED] Okay.

13 [REDACTED] I remember her asking something and I  
14 wasn't paying close attention to what they were talking  
15 about.

16 LIEUTENANT COMMANDER [REDACTED] And it was not passed  
17 the time that you had taken the launch, correct?

18 [REDACTED] No.

19 LIEUTENANT COMMANDER [REDACTED] But you did raise that  
20 objection for one of the contacts that passed close aboard  
21 the first time --

22 [REDACTED] Yeah.

23 LIEUTENANT COMMANDER [REDACTED] -- to the OOD?

24 [REDACTED] Yeah, but I mean she has permission  
25 to --



1 CAPTAIN [REDACTED] Do you recall what time that  
2 close contact was?

3 [REDACTED] No. it was sometime after Boat  
4 Operations and before, probably before midnight.

5 LIEUTENANT [REDACTED] Earlier in the Watch?

6 [REDACTED] Yeah. Yes.

7 LIEUTENANT COMMANDER [REDACTED] And so what are the  
8 Captain's notification requirements as per standing orders?

9 [REDACTED] Uhm, as to the standing orders I  
10 believe it's 6000, but, uh, we were using Commander [REDACTED]  
11 standing orders and they were, uh, being supplemented by  
12 the Captain along the way. So, it was still Commander  
13 [REDACTED], but those were what he was using. He made that  
14 known.

15 LIEUTENANT COMMANDER [REDACTED] So, just 6000 yards  
16 CPA. Was there any particular ranges or anything with at  
17 certain distances when he needs to be notified?

18 [REDACTED] Just 6000 CPA.

19 LIEUTENANT COMMANDER [REDACTED] All right. And then,  
20 uh, what -- while on CO standing orders, what does, uh,  
21 what is your interpretation of the CO standing orders with  
22 regards to deviation from track line?

23 [REDACTED] Uh, in regards to deviation from,  
24 from track line, I know you need his permission. Uh,  
25 during the Watch I asked, because I know when I was, uhm,

1 under instruction one of the things they had us do was to  
2 make sure that we stayed on PIM, uhm, and I asked how am I  
3 supposed to, uh, stay on PIM and I was told from the OD at  
4 the time that, you know, we were in traffic area that she  
5 had permission to, to deviate from PIM. There's, uh, we  
6 didn't have any ways that, I can't remember the -- I was  
7 told not to look at the radars. Not to, you know, just  
8 kind of -- I asked her what, but, uh, what her expectations  
9 of me as the CONN were, because I wasn't under instruction  
10 anymore and she told me, uh, that I needed to get a feel  
11 for the ship, feel how it rides and, uhm, to get my  
12 standard commands down.

13 CAPTAIN [REDACTED] So had you been a CONN under  
14 instruction?

15 [REDACTED] I have.

16 CAPTAIN [REDACTED] Okay. Did you have to complete  
17 some kind of qual card to get a CONN qualification?

18 [REDACTED] Yeah. The, we have a, we have JQR,  
19 uh, time qualification.

20 CAPTAIN [REDACTED] Okay. Was this your first time  
21 standing Watch with this OOD?

22 [REDACTED] Yes.

23 LIEUTENANT COMMANDER [REDACTED] So, talk to me if you  
24 could about the, uh, overall, the Watch itself? Was it,

1 uh, particularly busy? Was it, uh, quiet up on the Bridge?  
2 A lot of chatter?

3 [REDACTED] Uh, so I found it to be busier. They  
4 had, uhm, a lot of new sailors learning to do AFT Lookout  
5 and, uh, Helm/Lee Helm that were coming through and they  
6 had a, they were constantly turning over throughout the  
7 Watch. Uh, when -- when CONN was starboard or Port, I want  
8 to say CONN Starboard, CONN Port, CONN Centerline so that  
9 they know where they are. They had a bunch of Bridge rung  
10 sweeps throughout the Watch. Uh, the -- that was about,  
11 you know, it was busy in the beginning when the Captain was  
12 up there. Uh, you know other than that I don't remember it  
13 being entirely too busy. Just uh, there's a lot of, a  
14 turnover going with the -- that's the busiest it was.

15 Uhm, I talked about lighting configuration training a  
16 little bit.

17 LIEUTENANT COMMANDER [REDACTED] And when you say  
18 lighting configuration, what are you referencing?

19 [REDACTED] Uh, you know, they asked me like, uh,  
20 how do you know, how do you identify a ship out there with  
21 lighting configuration. Just, just some Bridge training.

22 LIEUTENANT COMMANDER [REDACTED] So, navigation lights  
23 of ships on the horizon --

24 [REDACTED] Yeah. That's what they -- I'm  
25 referring to.

1           LIEUTENANT COMMANDER [REDACTED]           And, uh, you said that  
2 there were a lot of break-ins and that it was busy at  
3 first. Did you find that that, uh, op tempo distracting  
4 from your core duties as the Conning Officer?

5           [REDACTED]           Uh, at the moment I didn't. I know  
6 that, uh, probably, uh, shouldn't have as much turnover,  
7 but it's kind of what we are trained to do. That's how,  
8 that's how we do it on the Fitzgerald. That's how they  
9 rotate, it's what I know.

10          LIEUTENANT COMMANDER [REDACTED]           And I know you're  
11 just, uh, you're just new, you're settling in to the  
12 Fitzgerald and your roles there. Did you have a check-in  
13 process with the XO and the CO? Did you meet with them  
14 personally?

15          [REDACTED]           I did.

16          LIEUTENANT COMMANDER [REDACTED]           Uh, did you find them,  
17 uh, approachable through your interactions with them?

18          [REDACTED]           Yeah, if I needed to talk to them I  
19 felt, I felt I could.

20          LIEUTENANT COMMANDER [REDACTED]           And you felt that, uh,  
21 that your, your opinion mattered as far as the situation  
22 was concerned?

23          [REDACTED]           Uhm, in regarding talking just  
24 strictly to Watch Standing situation?

1 LIEUTENANT COMMANDER [REDACTED] Yep. Yeah, if you had  
2 a concern, your opinion would, would carry weight or is  
3 that something that you would funnel through the OOD?

4 [REDACTED] I'd funnel that through the OOD, I  
5 was still pretty new.

6 LIEUTENANT COMMANDER [REDACTED] All right. So, we  
7 talked about some close contacts in the middle of launch.  
8 We're nearing towards the end of Watch. Uh, what sort of  
9 things if I could maybe dial in a timeline about, uh, 30  
10 minutes prior to the collision. What sort of things were  
11 going on? Anything stand out around that timeframe what  
12 you were doing at that time?

13 [REDACTED] It seemed like a normal Watch, you  
14 know, uhm, 30 minutes before I went on the Starboard Bridge  
15 Wing, had night vision goggles, binoculars and I was taught  
16 to scan, scan the horizon. Uhm, look for, look for  
17 lighting configurations. Uh, just taking, taking bearings  
18 throughout the Watch from the Alidade. I know that I'm  
19 supposed to do that.

20 LIEUTENANT COMMANDER [REDACTED] So, taking bearings to  
21 what?

22 [REDACTED] Uhm, any -- any visible lights you  
23 see.

24 LIEUTENANT COMMANDER [REDACTED] What's the best method  
25 for detection of risk of collision?

1 [REDACTED] Uh, if, I know that it's, uh,  
2 constant bearing decreasing range. That's a good one.  
3 Uhm, I, if you see a mast headlight with both side lights  
4 coming at you it's pretty, pretty clear it's coming, it's  
5 coming at you.

6 LIEUTENANT COMMANDER [REDACTED] So, CBDR would be an  
7 example of no bearing drift, but if you had right or left  
8 bearing drift depending upon your course that would be --  
9 that would be a good indicator as to whether or not you're  
10 on an intercepting course or avoiding course?

11 [REDACTED] Yeah, that'd be a good indicator.

12 LIEUTENANT COMMANDER [REDACTED] Okay. So, you're  
13 using the Alidade. You're using the night vision goggles.  
14 Uh, did the environment outside seem to hamper those  
15 abilities of you using those tools? Was it really dark and  
16 you couldn't really see lights very well or? Was it clear?

17 [REDACTED] It was, it was dark at the, uh, at  
18 the time it was dark out. Uh, but I was using, you know, I  
19 would scan with the binoculars and scan with the NVG's,  
20 and, uh, and I didn't see any side lights or light  
21 configurations on the starboard side.

22 LIEUTENANT COMMANDER [REDACTED] So, walk me through  
23 your scan routine as you're, you're getting, uh, getting a  
24 picture of what the, uh, traffic picture looks like?

1 [REDACTED] Yeah. So, uhm, uh, they always, they  
2 teach us to keep our eyes forward as a CONN that's what I  
3 was taught. Uh, so, if you want to go to the Bridgeman,  
4 you say CONN Starboard, so, uh, at that time I said CONN  
5 Starboard and then the Helm/Lee Helm would shout back CONN  
6 Starboard aye, just to let you know that they know that  
7 that's where you're going. So, I went out and, uh, and  
8 when you're out there you kind of just stand at the Bridge  
9 Wing closest to the edge.

10 LIEUTENANT COMMANDER [REDACTED] Uh-huh.

11 [REDACTED] Take, take binoculars, scan it and  
12 see if anything is irregular, any strange, strange lights.  
13 And then took the, uh, night vision goggles in case I  
14 missed anything and do a second, second sweep.

15 LIEUTENANT COMMANDER [REDACTED] So, in the sweep  
16 procedures do you do you have a certain process of how  
17 long you stay in that, in that sector? Do you go up/down?  
18 Or are you down/up?

19 [REDACTED] Uh, no, we never, never taught, uh, a  
20 certain process. Just kind of scan, scan the horizon. See  
21 if there's any contacts around.

22 LIEUTENANT COMMANDER [REDACTED] Certain speed at which  
23 you do your scans? Is it, uh, a quick or is it, you know,  
24 take your --

1 [REDACTED] No, I kind of -- I, personally, I  
2 kind of just, uh, do a slow kind of -- until I get to the,  
3 until I see the, I can see the ship and I see towards the  
4 AFT.

5 LIEUTENANT COMMANDER [REDACTED] Okay. And so, uh,  
6 what was your first indicator that, uh, Fitzgerald was in  
7 trouble?

8 [REDACTED] It wasn't until I was on, uhm, so  
9 then I, I went back to centerline and then I went to the  
10 Port Bridge Wing where I was, there's a lot more ships out  
11 there and I was taking bearings on them, looking at  
12 everything and, uh, the OOD came to the Port Bridge Wing  
13 and said I needed to do a, uh, certain command. And then  
14 they, uh, we walked inside and there's a, there's --  
15 clearly, I saw a ship coming from the other, from the  
16 starboard side coming at us and, uh, you know, the OOD took  
17 the CONN, give a hard-left rudder. And, uh, that was when  
18 we noticed that was a big indicator.

19 CAPTAIN [REDACTED] When she stepped out on the Port  
20 Bridge and with you, what was the command that she told you  
21 to give?

22 [REDACTED] We were on course at two zero zero at  
23 the time and she had, she wanted to go two four zero. And,  
24 uh, some kind of right, right command to stay on course at  
25 two four zero and, uh, uh, I don't think we gave it yet,



1 because before we got inside we saw that ship. And hard  
 2 left rudder, and uh, we-- the Conning made the, the person  
 3 at the Helm/Lee Helm was, uh, kind of just slowly, you  
 4 know, Conning Officer, my rudder is left 30 degrees, I  
 5 don't even think she said -- she didn't say it right the  
 6 first time. Hard left rudder and we were both kind of  
 7 yelling and the OOD was saying hard left rudder then  
 8 awnings at full awnings at flanked. And I remember being,  
 9 uh, being on the Port Bridge Wing and it was already 1:30,  
 10 I was on the Port Bridge wing.

11 LIEUTENANT COMMANDER [REDACTED] And so if I understand  
 12 it correctly. So, you said that you were on course two  
 13 zero zero?

14 [REDACTED] Yeah.

15 LIEUTENANT COMMANDER [REDACTED] And --

16 [REDACTED] At 20 Knots.

17 LIEUTENANT COMMANDER [REDACTED] -- OOD wanted two four  
 18 zero, which would have been coming right?

19 [REDACTED] Yeah.

20 LIEUTENANT COMMANDER [REDACTED] And when she goes into  
 21 the pilot house she orders?

22 [REDACTED] Hard left rudder.

23 LIEUTENANT COMMANDER [REDACTED] Hard left rudder.

24 [REDACTED] Hard left rudder.

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1           LIEUTENANT COMMANDER [REDACTED]    Was there confusion on  
2 your part as to what her intentions were?

3           [REDACTED]           No, because I saw the ship at that  
4 point. I mean like at the point she said hard left rudder?  
5 There was no confusion, trying to get out of the way.

6           CAPTAIN [REDACTED]           When she came out to tell you to  
7 come right to two four zero, did it come off as a routine  
8 direction from the OOD or did she seem agitated at that  
9 point?

10          [REDACTED]           Uh, no. Like I said this was my  
11 first--, I don't know. I don't really, uh, know, know her  
12 as well as other people on the ship to tell if she was  
13 agitated or not. She didn't seem -- she just came out  
14 there and said we need to do a, uh, she kind of seemed a  
15 little flustered maybe, uh, anxious, uh, but again, I, I  
16 don't hang out with her outside, I don't know how she, she  
17 generally is.

18          CAPTAIN [REDACTED]           So, talk to us about, uh, well,  
19 how long did you spend as a CONN under instruction before  
20 you were qualified and completed the JQR?

21          [REDACTED]           So, uh, when I was on the ship before  
22 I left to go to Basic Division Officer School, I, uh, had a  
23 week or two on the Bridge.

24          CAPTAIN [REDACTED]           So how many Watches would you say  
25 you stood before you were a qualified CONN?

1 [REDACTED] I'm not entirely sure.  
2 CAPTAIN [REDACTED] I mean guesstimate?  
3 [REDACTED] Ten.  
4 CAPTAIN [REDACTED] Okay. How many transits do you  
5 have for that area between, so I had -- so I'm a FDNF guy,  
6 so I'm going to use local language, right?  
7 [REDACTED] Got it.  
8 CAPTAIN [REDACTED] So, how many times have you  
9 transited that eastern route between Oshima and the, uh,  
10 Izu Peninsula? Either inbound or outbound. The area where  
11 you guys were transiting where the collision occurred. How  
12 many times have you been through there as a Watchstander on  
13 the Bridge?  
14 [REDACTED] Uh, zero.  
15 CAPTAIN [REDACTED] Okay.  
16 [REDACTED] That I remember.  
17 CAPTAIN [REDACTED] So, I want to go back over the  
18 Bridge equipment. So, to your knowledge were there any  
19 issues with the 73 performance?  
20 [REDACTED] Not to my knowledge.  
21 CAPTAIN [REDACTED] How about the 67?  
22 [REDACTED] Not to my knowledge.  
23 CAPTAIN [REDACTED] AIS?  
24 [REDACTED] Not to my knowledge.  
25 CAPTAIN [REDACTED] ARPA?

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1 [REDACTED] Not to my knowledge.

2 CAPTAIN [REDACTED] VMS?

3 [REDACTED] Uh, not to my knowledge. I know the,

4 I don't think the Conning one was working. The Conning --

5 CAPTAIN [REDACTED] The one on Port side?

6 [REDACTED] Yeah.

7 CAPTAIN [REDACTED] Do you know what the issue is

8 with that piece of equipment?

9 [REDACTED] I don't.

10 CAPTAIN [REDACTED] Okay. Uh, were there any issues

11 with the NAV lights?

12 [REDACTED] Not that I know of.

13 CAPTAIN [REDACTED] Okay. To your knowledge were

14 they on and bright?

15 [REDACTED] Not that I know of. They seemed

16 normal.

17 CAPTAIN [REDACTED] Okay.

18 [REDACTED] They seemed normal.

19 CAPTAIN [REDACTED] Any issues with Bridge to Bridge

20 --

21 [REDACTED] Not that I know of.

22 CAPTAIN [REDACTED] -- performance? Okay. Do you

23 recall hearing sort of a steadying drumbeat of COMMS on VHF

24 16 in the background or not?

25 [REDACTED] I don't remember.

1 CAPTAIN [REDACTED] Okay. Walk us through -- what  
2 is, uh, Fitz's Bridge Watch Team training program with the  
3 specific focus on OD/JOD CONN. How do you guys get  
4 trained?

5 [REDACTED] Officer of the Deck discretionary.  
6 Uhm, I had two different OOD's and, uh, they both train  
7 differently. Uh, different styles of communication. They  
8 ask different things. Uh, I know a lot of, a lot of OOD's  
9 when they have concern they'll, they'll just be like hey  
10 CONN I need you to check bearing, you know, 130, to let me  
11 know, you know, that's bearing, let me know that bearing  
12 drift to see what's going on. Uhm, and, uh, it's, uh, you  
13 know, they'll -- the Junior officer or the deck, Officer of  
14 the Deck will kind of walk the CONN through training. To  
15 kind of get to know the Bridge better.

16 CAPTAIN [REDACTED] So that's, so that's OJT, right?  
17 On the job training?

18 [REDACTED] Yeah, on the job training.

19 CAPTAIN [REDACTED] Uhm, to what extent is there  
20 formal training like in the wardroom lead by more senior  
21 officers in a classroom setting?

22 [REDACTED] Uh, occasionally they'll call the  
23 wardroom together and, uh, the last time I remember them  
24 doing it was before we were supposed to go out for Carrier

1 Operations, we were supposed to do plane guard and we  
2 talked about that together as a wardroom.

3 CAPTAIN [REDACTED] Okay. How about Rules of the  
4 Road Training? Why don't you walk us through that?

5 [REDACTED] Uhm, a lot of it is on the job. Do -  
6 - study, study it on your own. I know, uhm, I was told  
7 that they do -- I'm taking one test with the ship, they  
8 said they do it every other Friday.

9 CAPTAIN [REDACTED] Okay.

10 [REDACTED] Uhm, I haven't been on the ship too  
11 long to, to, uh, --

12 CAPTAIN [REDACTED] So, you talked about, uhm, it was  
13 your understanding that there was a contract between the CO  
14 and the OOD that night that allowed her to deviate from his  
15 standing orders for CPA reporting, which under normal  
16 circumstances by the latter of instructions is to any  
17 Vessel that's going to pass within 6000 yards, right?

18 [REDACTED] That's from my understanding.

19 CAPTAIN [REDACTED] Okay. You read the standing  
20 orders?

21 [REDACTED] Yeah.

22 CAPTAIN [REDACTED] Can we take a five-minute break?

23 LIEUTENANT [REDACTED] Sure.

24 LIEUTENANT COMMANDER [REDACTED] Yes.

1 CAPTAIN [REDACTED] I'll be right back. Why don't  
2 you just step outside.

3 [REDACTED] Yes, sir.

4 CAPTAIN [REDACTED] All right. Okay. So, uh, so  
5 CPA's. So, you indicated that it was your understanding,  
6 uh, after prompting the OOD on one or more CPA's that based  
7 on your knowledge the standing orders were going to trigger  
8 a report to the commanding officer, which is 6000 yards  
9 that she had a contract with the Captain that night, uh,  
10 that that requirement was waived and it was some lesser  
11 distance. Do you know what that distance was?

12 [REDACTED] No, sir.

13 CAPTAIN [REDACTED] Okay. So, looking back on that  
14 Watch and that transit from the Sagami One to the time of  
15 the collision. How many vessels would you say Fitz took  
16 within 6000 yards? That would have normally prompted a  
17 call to the Captain? And it don't need to be an exact  
18 number. If it's zero, it's zero. If it's more than zero,  
19 give us an estimate.

20 [REDACTED] Okay. I'd guesstimate about five to  
21 six, sir.

22 CAPTAIN [REDACTED] Okay. What would you say the  
23 closest aboard one was?

24 [REDACTED] On the Port Side about 1000 yards.

1 CAPTAIN [REDACTED] Okay. What are the Captain's  
2 standing orders say regarding the use of MoBoard? The, the  
3 required use of MoBoard?

4 [REDACTED] It would be done by the Junior  
5 Officer of the Deck in case of, uh, to determine CPA.

6 CAPTAIN [REDACTED] Okay. And what's the -- what's  
7 the trigger? What's the threshold?

8 [REDACTED] I'm not entirely sure off of the top  
9 of my head, sir.

10 CAPTAIN [REDACTED] Okay. Uh, so CO and XO they blow  
11 sometime shortly after Boat Ops, is that correct?

12 [REDACTED] Yes, sir.

13 CAPTAIN [REDACTED] Okay. Did you see them on the  
14 Bridge again prior to the collision?

15 [REDACTED] No, sir.

16 CAPTAIN [REDACTED] Okay. To your knowledge did they  
17 go into CIC during your Watch?

18 [REDACTED] Not to my knowledge, sir.

19 CAPTAIN [REDACTED] Okay. Are you aware is there a  
20 habit of TAO or somebody in Combat jumping on Net 15  
21 saying, you know, the Captain is in Combat?

22 [REDACTED] Yes.

23 CAPTAIN [REDACTED] So that everybody on Net 15 is  
24 aware of it?

25 [REDACTED] Yes, sir.



1 CAPTAIN [REDACTED] Is the same practice observed on  
2 the Bridge?

3 [REDACTED] Yes, sir.

4 CAPTAIN [REDACTED] Okay. To your recollection were  
5 there any calls made to the Captain at all after he laid  
6 below?

7 [REDACTED] Not to my knowledge, sir.

8 CAPTAIN [REDACTED] Okay. Were there any calls made  
9 to the XO or the Navigator?

10 [REDACTED] Not to my knowledge, sir.

11 CAPTAIN [REDACTED] Okay. What kind of training, uh,  
12 have you received on the use of AIS? Either formal or  
13 informal?

14 [REDACTED] Very limited, sir. I, uh, know how  
15 to scroll on AIS and that if I were to attempt to make a  
16 MoBoard it gives the course and speed of ships.

17 CAPTAIN [REDACTED] Okay. How about ARPA?

18 [REDACTED] Uh, not much, sir. I, I know how to  
19 look at it and, and interpret to tell what contacts are  
20 where

21 CAPTAIN [REDACTED] Okay. Did you, I mean did you  
22 receive any ARPA training at BDOC?

23 [REDACTED] Uh, limited sir. In their, they have  
24 simulations where they, they have a Conning Officer as well  
25 as a some working air radar.

1 CAPTAIN [REDACTED] Okay. Talk to us about the, you  
2 know, there's a rhythm to a Watch and there's a rhythm to  
3 the communications between the Bridge and CIC, right? So,  
4 talk to us about what was the -- how good were the  
5 communications would you say between Bridge and CIC and how  
6 much and what were you guys talking about? Because Net 15  
7 is amplified, right? Centerline? Forward and the Bridge?

8 [REDACTED] Yes, sir.

9 CAPTAIN [REDACTED] So, you can hear -- do you have  
10 it punched up on the Bridge Wings too?

11 [REDACTED] No, sir.

12 CAPTAIN [REDACTED] Okay. So, just centerline?

13 [REDACTED] Just centerline.

14 CAPTAIN [REDACTED] So, if you're on the Bridge Wings  
15 you may not hear the conversation on Net 15?

16 [REDACTED] No, sir.

17 CAPTAIN [REDACTED] Okay. Uh, so, you know, what can  
18 you tell us about the nature and quantity and quality of  
19 the COMM's between Bridge and CIC?

20 [REDACTED] Every course change, sir, we send it  
21 down to Combat and Combat will respond and acknowledge that  
22 they received the course change and, uh, it is the same for  
23 speed changes as well. Uhm, I've been on Bridge Teams  
24 where they inquire about contacts and ask for assistance  
25 from Combat, but, uh, generally it's always the

1 communication is if there's no special evolution it's  
2 course speed changes, course and speed changes.

3 CAPTAIN [REDACTED] Okay. If, uh, if the Bridge is  
4 going to take a ship, uh, inside the 6000-yard CPA  
5 threshold, is that something that is coordinated closely  
6 with Combat? Or as a matter of routine? Or is that by  
7 exception? How does the -- how closely would you say the  
8 Bridge coordinates with Combat on taking Vessels close  
9 aboard? And I say close aboard. Within 600 yards.

10 [REDACTED] I believe it's, uh, subjective to the  
11 Officer of the Deck, sir. Uh, that night I don't remember  
12 them working very closely together.

13 CAPTAIN [REDACTED] Okay. So, five to six Vessels  
14 inside of 6000 yards, probably at least one within 1000  
15 yards. And you don't recall any, any close collaboration  
16 between Bridge and CI to manage those contacts as they  
17 closed the ship?

18 [REDACTED] No, sir.

19 CAPTAIN [REDACTED] Okay. Do you recall anybody on  
20 the Bridge, uh, trying to hail any Vessels on Bridge to  
21 Bridge that night to arrange passage?

22 [REDACTED] No, sir.

23 CAPTAIN [REDACTED] So, at the time of the -- just to  
24 -- I want to brief this back to you and you can tell me if  
25 I got this right or not. Uh, so you were, you had been

1 summoned to Centerline and you saw with your own eyes Motor  
2 Vessel Crystal, that was your first indication there was a  
3 problem?

4 [REDACTED] Yes, sir.

5 CAPTAIN [REDACTED] Okay. There had been no prior  
6 discussion about, you know, having visual contact,  
7 evaluating bearing drift? Having concerns about a CDBR  
8 situation? Or any kind of radar contact from the ARPA? Or  
9 any kind of communication from the Bridge? None of that  
10 occurred to your knowledge?

11 [REDACTED] Not to my knowledge, sir

12 CAPTAIN [REDACTED] Okay.

13 LIEUTENANT COMMANDER [REDACTED] If I could just jump  
14 in?

15 CAPTAIN [REDACTED] Yeah, please.

16 LIEUTENANT COMMANDER [REDACTED] So, uh, who was -- so  
17 of the three of you, you have the CONN, the JOD and the  
18 OOD. Who was the lookout?

19 [REDACTED] Uh, with this Bridge Team, sir, I  
20 was, I was doing the Bridge Wing Sweeps, uh, to my  
21 knowledge, I know everyone on the Bridge Team is supposed  
22 to be doing Bridge Wing Sweeps. I know the JOD, uh, was,  
23 was looking at the radars. She was, she was centerline  
24 most of the night.

1           CAPTAIN [REDACTED]       When you say centerline, do you  
2 mean at the ARPA?

3           [REDACTED]           Yes. Yes, sir.

4           CAPTAIN [REDACTED]       Okay. Do you recall her calling  
5 bearings and ranges based on radar information over the  
6 course of the Watch?

7           [REDACTED]           No, sir.

8           CAPTAIN [REDACTED]       So, you're bouncing around Bridge  
9 Wing, Centerline, focus forward visually, OOD is at the  
10 ARPA focused on the radar. What was the OOD doing? Where  
11 was she?

12          [REDACTED]           I remember her being Centerline  
13 occasionally going on the Bridge Wing, sir.

14          CAPTAIN [REDACTED]       Okay. How much, uh, how much  
15 communication was going on between the three of you?  
16 Coordination, collaboration? Did you have a steady rhythm  
17 talking about contacts and what you're going to do about  
18 them? Uh, or was it pretty quiet?

19          [REDACTED]           It was pretty quiet, sir. Uh, we, we  
20 talked one time that she wanted to go in-between two  
21 Vessels.

22          LIEUTENANT COMMANDER [REDACTED]   Did you have any  
23 concerns over that plan of going in-between two Vessels?

24          [REDACTED]           I did not.

1 CAPTAIN [REDACTED] So, walk us through, you know,  
2 what did that -- give us a -- paint us a picture of what  
3 that looked like? And you're welcome to use the standup  
4 board if you want. So, --

5 [REDACTED] Yes, sir.

6 CAPTAIN [REDACTED] So, in fact why don't you draw it  
7 for us. Just lay, lay it out for us. So, Fitz is steaming  
8 along and, and you say that at one point she wanted to  
9 split two Vessels. Just give us a sense of what were the  
10 distances involved and the speeds as best as you can  
11 recall.

12 [REDACTED] Uh, the time she told me is shy of,  
13 uh, shy of 1:00 a.m.

14 CAPTAIN [REDACTED] Okay.

15 [REDACTED] She -- there is -- she just like, uh,  
16 more than three times she -- she had me look at the ARPA  
17 and there was a Vessel like this was the ARPA, there's one  
18 here, one right here, I don't know what Vessels they were,  
19 but, uh, she made it clear, she was like yeah, at some  
20 point I want to, you know, go in-between that. And that's,  
21 this is us down here.

22 CAPTAIN [REDACTED] Okay. Can you give us a sense of  
23 the ranges involved?

1 [REDACTED] Uh, I wasn't, I wasn't too sure of  
2 the ranges at the time, sir. It was a -- they were -- this  
3 is the -- they were like --

4 CAPTAIN [REDACTED] Do you know what the range scale  
5 ARPA was set at that night?

6 [REDACTED] I do not, sir.

7 CAPTAIN [REDACTED] What range scale based on your  
8 back--, on your experience and training, what range scale  
9 would you expect the 73 to be set at under those  
10 conditions?

11 [REDACTED] Under those conditions, I'm not  
12 entirely sure, sir.

13 CAPTAIN [REDACTED] I mean two miles? Twenty miles?  
14 A hundred miles?

15 [REDACTED] Uh, the last time I did, I saw the  
16 range it was set at 50,000 yards.

17 CAPTAIN [REDACTED] Okay.

18 [REDACTED] But I didn't check that night to see  
19 --

20 CAPTAIN [REDACTED] Did you guys execute that, that  
21 maneuver?

22 [REDACTED] Uh, we did not, sir. We, uh, we were  
23 -- this was, uh, we were on course at two zero zero going  
24 that way when she -- we were on that course for a good  
25 while.

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1 LIEUTENANT [REDACTED] Those two Vessels are they  
2 crossing the bow?  
3 [REDACTED] Uhm, --  
4 CAPTAIN [REDACTED] Yeah, so how did that get  
5 resolved? If you didn't split them, how did you --  
6 [REDACTED] We, uh, so we never, we never got a  
7 chance to change course, by that time we are, I don't which  
8 one it would be, but the ACX Crystal happened, sir.  
9 CAPTAIN [REDACTED] Okay. So, you had your ARPA set  
10 on heads up?  
11 [REDACTED] Uh, yes sir.  
12 CAPTAIN [REDACTED] Okay. Is that, is that normal?  
13 [REDACTED] Yes, sir.  
14 CAPTAIN [REDACTED] Okay. Okay. Go ahead and grab a  
15 seat.  
16 LIEUTENANT [REDACTED] So these Vessels were way  
17 down the line, it's coming up, but in the next 30 minutes  
18 because you said this was prior to, uh, shy of 0100?  
19 [REDACTED] Yes, sir.  
20 LIEUTENANT [REDACTED] All right. So, and this  
21 is more than 30 minutes in the future these Vessels are  
22 coming up and the Crystal came up before them?  
23 [REDACTED] Yes, sir. Before we, uh, deviated  
24 from two zero zero.



1 CAPTAIN [REDACTED] So just to be clear, these two  
2 contacts you're talking about, you guys were discussing,  
3 uh, in retrospect they were down track from where Crystal  
4 crossed your track?

5 [REDACTED] They were, yeah, they were, they  
6 were down ahead of us, sir.

7 CAPTAIN [REDACTED] Okay. Okay. Gotcha. Go ahead,  
8 sir.

9 LIEUTENANT COMMANDER [REDACTED] And in planning which  
10 course you were going to come to to split them, did you do  
11 any trial maneuver or anything with the radar?

12 [REDACTED] I did not use any radar, sir.

13 LIEUTENANT COMMANDER [REDACTED] Did, uh, did the JOD?

14 [REDACTED] Uh, not to my knowledge. I went to  
15 the, uh, shortly after I went to the Starboard Bridge Wing,  
16 uh, did Bridge Sweep I went back Centerline and, uh, I  
17 followed and proceeded to go to the port bridge wing.

18 CAPTAIN [REDACTED] So, so, uh, tell us about the  
19 relationships among the three of you. So, you're the new  
20 guy on the Team, right, you're a freshly qualified Conning  
21 Officer, this is your first-time standing watch with, uh,  
22 with the OOD. Uh, talk to us about what's your observation  
23 of the relationships among the three of you? Between you  
24 and the OOD, how did she run her Watch? You know, tell us  
25 about the JOD, uh, Miss [REDACTED], what was your relationship

1 with her? What was your observation of the relationship  
2 between [REDACTED] and [REDACTED]? Just kind of walk us around  
3 the park there on how everybody got along and how they  
4 communicated.

5 [REDACTED] Yes, sir. Uh, so for the first hour  
6 and half of the, uh, the Watch we were all being  
7 particularly sharp since the CO was on the Bridge for Boat  
8 Operations. Uh, there wasn't, wasn't much communication.  
9 I did my turnover with Ensign, Ensign [REDACTED]. Uh,  
10 generally the other Bridge Teams I've worked with you do a  
11 walk through together, uh, I didn't have that.

12 The day was incredibly, the way we went right from  
13 Flight Quarters into, into Watch. I never got the chance  
14 to do that with them. Uh, when we were on the Bridge we,  
15 you turnover when the Captain's up there with the Captain.  
16 So, I talked to Ensign [REDACTED] and then I turned over with  
17 the Captain.

18 Uh, did, did Boat Operations. It wasn't until after  
19 Boat Operations that I asked, uh, the Officer of the Deck  
20 what her expectations were of me as a CONN. And, uh, she  
21 told me to, uh, get a feel for the ship, see how it rides  
22 and to, you know, have my standard commands down.

23 I only talked to the JOD a little bit. She was  
24 helping me, asking me questions about light configurations

1 and rules of the road questions. Uhm, other than that we  
2 didn't talk too much on the Bridge Team.

3 CAPTAIN [REDACTED] Okay. Uhm, aside from the, uh,  
4 you know again, you prompted the OD correctly about your  
5 concern about the CPA management. And she came back with  
6 a, with a modified guidance from the Commanding Officer.

7 Were there any other examples of where, uh, the OOD  
8 was operating not in accordance with the written standing  
9 order? For whatever reason.

10 [REDACTED] Not, not to my knowledge, sir.

11 CAPTAIN [REDACTED] Okay.

12 [REDACTED] Uh, the only, only thing was, uh, I  
13 asked how do we, how do we stay on PIM? And, uh, she said  
14 that she had, uh, the Captain knew because we were in a  
15 traffic area that weren't necessarily on, on PIM, because I  
16 wasn't sure because there's no way for me to know if we're  
17 on PIM or not [inaudible 5115].

18 CAPTAIN [REDACTED] Did you, did you review the night  
19 orders that evening?

20 [REDACTED] I did.

21 CAPTAIN [REDACTED] Do you recall whether the night  
22 orders, uh, had a statement from the Commanding Officer  
23 modifying the, uh, cross track limits for your PIM track?

24 [REDACTED] I don't recall. I do recall that,  
25 uh, the night orders I believe had us going at 20 knots

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1 and, uh, other than that I can't, I can't recall the night  
2 orders.

3 CAPTAIN [REDACTED] Okay. Uhm, what's your  
4 observation of, uh, I mean fresh set of eyes, right?  
5 You're new to the ship. So, what's your impression of the  
6 relationship between the Captain and his OOD's? How did he  
7 treat them? How did he respond?

8 [REDACTED] Uh, --

9 CAPTAIN [REDACTED] Were they willing to make phone  
10 calls? Do, does the Captain not like being woken up at  
11 night? I mean are there --

12 [REDACTED] I've seen, I've seen OOD's be able to  
13 make the, make the contact reports. I'm, uh, not entirely  
14 sure how that relationship does work, sir. I do know that,  
15 uhm, I have had seen OOD's make reports.

16 CAPTAIN [REDACTED] Okay. How the relationships  
17 specifically between Miss [REDACTED] and the, the Commanding  
18 Officer? Just in general within a wardroom.

19 [REDACTED] I don't see her eating in the  
20 wardroom very much, sir.

21 CAPTAIN [REDACTED] Why is that do you think?

22 [REDACTED] I don't know. She, uh, she kind of  
23 does her, uhm, she can be an introvert.

24 CAPTAIN [REDACTED] Is it unusual for a, she's a  
25 Second Tour Division Officer, right?

1 [REDACTED] Yes, sir.  
2 CAPTAIN [REDACTED] She's ASW Officer?  
3 [REDACTED] Yes, sir.  
4 CAPTAIN [REDACTED] She came from a previous ship, so  
5 Surface Warfare qualified and so, uh, uhm, is that unusual  
6 for an Officer to not eat in the wardroom?  
7 [REDACTED] Uhm, I don't, I don't think so, sir.  
8 Uh, most, uh, everyone, uh, it gets a little hectic when,  
9 when we go out and I kind of switch my line if I see or  
10 don't see people in the wardroom.  
11 LIEUTENANT COMMANDER [REDACTED] So there are other  
12 officers that don't eat in the wardroom?  
13 [REDACTED] Uhm, a lot of, some of the times I  
14 kind of, when I eat I make sure I eat and then I, I don't  
15 feel like staying around because it's generally pretty  
16 busy.  
17 CAPTAIN [REDACTED] So, I want to make a distinction  
18 between, uh, we've all been there where, uh, just because  
19 of the press of events you miss the window of the wardroom  
20 and the mess decks necessarily has longer chow hours, so  
21 you pop down, you know, to do that or maybe you're sampling  
22 the meal like you're supposed to right when you come off  
23 Watch. Uh, but it's different if an Officer is in the  
24 habit of not eating in the wardroom for whatever the,  
25 whatever the reason why it be. So, her absence from the

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1 wardroom during meals or any other officers for that  
2 matter. Is it, is it because, is it, is it a habit with  
3 her? Because there's something that's keeping her from  
4 wanting to be in the wardroom? Is it that? Or is it  
5 something else?

6 [REDACTED] It's not to my knowledge, sir. I  
7 don't have information on that.

8 CAPTAIN [REDACTED] Okay. Okay.

9 LIEUTENANT [REDACTED] Okay. And I just took a  
10 couple of notes here, uh, through the other questions. I  
11 just want to go back for a little bit. Uhm, prior to your  
12 Watch, uh, it sounds pretty busy. Did you get a chance to  
13 have any sleep?

14 [REDACTED] Uh, no sir. Not from when I got  
15 onboard that day.

16 LIEUTENANT [REDACTED] Okay. And again, uh, just  
17 to clarify this was your first time qualified as the CONN?

18 [REDACTED] Uhm, the first time not under  
19 instruction.

20 LIEUTENANT [REDACTED] Not under instruction.  
21 So, and that's where I -- that's how you worded it before  
22 and I wanted to understand. Are you qualified or are you  
23 still --

24 [REDACTED] No, I got the JQR, it's, uh, I'm a  
25 qualified CONN on the Fitzgerald.

1 LIEUTENANT [REDACTED] Okay. So, based on your  
2 understanding of how the Bridge works, what are the roles  
3 of the OOD, JOD and the CONN?

4 [REDACTED] Yes, sir. Uh, so I know the role of  
5 the CONN is to know the course, the speed, uh, be able to  
6 relay the standard commands of what the OOD needs to be  
7 done. They'll relay that to the Helm/Lee Helm. Uh, know  
8 the contact picture visually, uh, using binoculars and  
9 night vision goggles.

10 LIEUTENANT [REDACTED] Okay.  
11 [REDACTED] That's it. And that for the most  
12 part that's the role of CONN.

13 LIEUTENANT [REDACTED] JOD?

14 [REDACTED] The JOD does the maneuvering boards,  
15 will prepare contact reports. Do Bridge Wing Sweeps, uh,  
16 know the radar, uh, like be prepared to become an Officer  
17 of the Deck.

18 LIEUTENANT [REDACTED] And the OOD?

19 [REDACTED] Is in charge of everything.

20 LIEUTENANT [REDACTED] In charge of everything.

21 [REDACTED] Keeps, keeps on the, keeps sharp the  
22 entire Watch. Knows the radars. Bridge Sweeps. Has  
23 control over all the stations on the Bridge, sir.

24 LIEUTENANT [REDACTED] All right. Okay. You  
25 mentioned you'd been on the Bridge Wings and using the

1 Alidade. Uh, two questions on that. When you say Bridge  
2 Wings, is that the outside wing?

3 [REDACTED] Yes, sir.

4 LIEUTENANT [REDACTED] Okay. And then when you  
5 see a contact and it's, you know, it's well off in the  
6 distance, how are you getting a feel for the CPA or the  
7 distance from Fitz the Vessel?

8 [REDACTED] So, obviously I'm using the  
9 binoculars to see the lighting configurations. If I saw,  
10 you know, side lights or any indications of that it was  
11 coming towards us, I'd make a report. I didn't see any  
12 indications when I was on the Bridge.

13 LIEUTENANT [REDACTED] Okay. So, uh, are there  
14 any double checks with the radar or is it just are they  
15 heading our way?

16 [REDACTED] Uh, it's -- we don't, as the CONN we  
17 don't do indications with the radar. We don't check the  
18 radars.

19 LIEUTENANT [REDACTED] All right. So, your  
20 primary concern in seeing a contact is identifying it?  
21 Where are they headed?

22 [REDACTED] Yes, sir.

23 LIEUTENANT [REDACTED] You mentioned that, uh,  
24 the OOD had brought, was bringing you in to make a course  
25 change from, uh, two zero zero to two four zero?



1 [REDACTED] Yes, sir.

2 LIEUTENANT [REDACTED] Do you know why that  
3 course change was going to come about?

4 [REDACTED] I assumed it was going to be for the  
5 discussion we had concerning that she wanted go in-between  
6 two ships, sir.

7 LIEUTENANT [REDACTED] So this was not like a  
8 voyage management planned track line turn that you knew of?

9 [REDACTED] Not to my knowledge, sir.

10 LIEUTENANT [REDACTED] When you saw, so you were  
11 asked to come in to give the, uh, Helm Command and you saw  
12 the Crystal. Uh, based on your experience what would you  
13 say was the distance between, uh, the two Vessels?

14 [REDACTED] 1000 yards, sir. Could be, could be  
15 less. No more than 1000 yards.

16 LIEUTENANT [REDACTED] You mentioned a couple of  
17 times the JOD does, does the MoBoards. Uh, were there any  
18 MoBoards done that night?

19 [REDACTED] Not to my knowledge, sir.

20 LIEUTENANT [REDACTED] And you know if it's in  
21 the standing orders, night orders, uh, when a MoBoard, like  
22 what, what -- at what distance you say we should probably  
23 pull those out?

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1 [REDACTED] Uh, I can't give you a definitive  
2 answer. I think it's around 10,000, but I'd have to double  
3 check, sir.

4 LIEUTENANT [REDACTED] So, I know you said, uh,  
5 maybe a couple of times there might have been some Vessels,  
6 uh, a little bit closer, uh, you said the closest was maybe  
7 1000 yards?

8 [REDACTED] It could have been, sir.

9 LIEUTENANT [REDACTED] Okay. And no MoBoards  
10 done?

11 [REDACTED] Not to my knowledge, sir.

12 LIEUTENANT [REDACTED] Not to your knowledge.

13 CAPTAIN [REDACTED] I got a follow-up to that. So,  
14 presumably the Captain gives the CO or the Captain gives  
15 the OOD temporary relief from the standing orders CPA  
16 threshold requirement, right? Uhm, which is not unusual in  
17 and of itself. Uhm, so as you guys were managing these  
18 contacts that you were taking inside of 6000 yards was  
19 there an active discussion on what the revised min range  
20 was? Was there ever a discussion of a minimum safe range?

21 [REDACTED] Not that I was aware of, sir.

22 CAPTAIN [REDACTED] It's like hey, so tonight it's  
23 not six, tonight it's two. So, hey we're coming up on this  
24 guy, he's got a, he's got a 2000-yard CPA or 2500-yard CPA  
25 that's within the new limit for tonight and we're going to

1 maintain course and speed. Call the Captain not required.

2 Was it that kind of active conversation?

3 [REDACTED] There was no active conversation,  
4 sir.

5 CAPTAIN [REDACTED] Okay. Uh, so how -- how was the  
6 OOD determining safe passage, do you know?

7 [REDACTED] I do not know, sir.

8 CAPTAIN [REDACTED] You were not part of the  
9 conversation?

10 [REDACTED] No, sir.

11 CAPTAIN [REDACTED] Okay.

12 LIEUTENANT COMMANDER [REDACTED] If, if I can just  
13 follow-up on that same scenario. So, ACX, you first  
14 realize about 1000 yards away, uh, given the Nav picture  
15 that you had at that point in time, would, uh, would coming  
16 to Port have bettered Fitzgerald's situation or would you  
17 have had now looking at it, uh, a differing opinion of  
18 coming to starboard?

19 [REDACTED] It's hard to say, sir. The, uh, the  
20 OOD at the time, you know, said hard left rudder and I  
21 supported her. I tried to get that order passed, but even  
22 a hard or I'd probably be afraid to see where it was coming  
23 from for making a right turn that's been, I'd probably been  
24 afraid to do that.

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1           LIEUTENANT COMMANDER [REDACTED]    Could you determine  
2 what angle at which the two Vessels were approaching? Was  
3 it nearly a head on situation? Was it --

4           [REDACTED]           No, it wasn't a head on. They were  
5 coming up, coming from Starboard, uh, do you want me to  
6 draw it?

7           LIEUTENANT COMMANDER [REDACTED]    Please, please.

8           CAPTAIN [REDACTED]           Sure, certainly.

9           [REDACTED]           The, the ACX Crystal was coming, it  
10 was going this way and, uh, we were heading like this, sir,  
11 and, uhm, it was -- when we made our hard-left rudder kind  
12 of like that, ACX Crystal hit us like, uh, maybe like that  
13 instead of hitting us like a T-bone situation almost.

14          LIEUTENANT COMMANDER [REDACTED]    So, from your original  
15 layouts I'll use your first line that you had drawn. What  
16 type of rules of the road situation was present at that  
17 point in time?

18          [REDACTED]           A crossing situation, sir.

19          LIEUTENANT COMMANDER [REDACTED]    Who was the standalone  
20 vessel?

21          [REDACTED]           We were. Or they were, sir.

22          LIEUTENANT COMMANDER [REDACTED]    Okay. And then, uh,  
23 so that would make Fitzgerald the?

24          [REDACTED]           The give way vessel.

1 LIEUTENANT COMMANDER [REDACTED] And so in accordance  
2 with the rules of the road what would you prescribe as  
3 appropriate actions to avoid collision at that point?

4 [REDACTED] Go there, sir.

5 LIEUTENANT COMMANDER [REDACTED] Would it be to come to  
6 Starboard?

7 [REDACTED] No, sir.

8 LIEUTENANT COMMANDER [REDACTED] Anything else that you  
9 would recommend to do?

10 [REDACTED] Uh, I was, uh, I was taught to put  
11 all engines back flanked in an emergency situation to help  
12 get out of the way to a certain point.

13 LIEUTENANT COMMANDER [REDACTED] You have a, so again,  
14 I know you just had visual of the vessel, uh, any idea of  
15 what kind of speed that that vessel was making? Because  
16 again, at a, as a crossing situation what type of bearing  
17 drift are you expecting on that?

18 [REDACTED] A left bearing drift.

19 LIEUTENANT COMMANDER [REDACTED] Left bearing drift.  
20 Should it be -- do you remember was it, was it fast? Was  
21 it very slow? Was it not really moving CBDR? What was,  
22 what was it looking like?

23 [REDACTED] Uh, at the time we saw it it was  
24 just, uh, --

1 CAPTAIN [REDACTED] Were you able to assess bearing  
2 drift based on your visual of the Vessel?

3 [REDACTED] Not at that point, sir.

4 CAPTAIN [REDACTED] Okay. How long from the time you  
5 laid eyes on ACX Crystal to the collision? About how much  
6 time passed?

7 [REDACTED] Three or four minutes, sir.

8 CAPTAIN [REDACTED] Three or four minutes?

9 [REDACTED] Yes, sir. That was at the time that  
10 I was notified that it was, uh, I was on the Port Bridge  
11 Wing taking bearings on it. Doing a scan on the Port  
12 Bridge Wing and I was [inaudible 1:04:56]. By the time I  
13 saw it the OOD made, uh, the decisions to, to maneuver out  
14 of the way.

15 LIEUTENANT COMMANDER [REDACTED] Thank you.

16 LIEUTENANT [REDACTED] So again, uh, you're going  
17 from Bridge Wing to Bridge Wing doing a lot of work on the  
18 Starboard Bridge Wing. I believe you said you might have  
19 been like AFT Centerline? Or --

20 [REDACTED] Uh, no. AFT Centerline, uh, CONN's  
21 on the Fitzgerald we never do an AFT Centerline.

22 LIEUTENANT [REDACTED] Uh-huh.

23 [REDACTED] Uh, we do Starboard Bridge Wing, uh,  
24 and, and they say CONN Starboard and we do CONN Centerline  
25 and, uh, CONN Port as well. Uh, I was -- I started out on,

1 uh, Starboard Bridge Wing where I did, uh, the visual scans  
2 and of course not many contacts on that side too and both  
3 of them were in the distance and I only saw one of them.  
4 One white mast headlight and, uh, at the time I didn't  
5 determine anything to be a problem from what I saw. Then I  
6 went back to CONN Centerline to keep my eyes forward.

7 LIEUTENANT [REDACTED] Uh-huh.

8 [REDACTED] And, uh, there was more contacts on  
9 the Port Side so I said CONN Port and I started taking  
10 bearings and I, uh, was scanning the area to see if there  
11 is anything else close there, because that's where I had  
12 seen the Vessels were coming from, from the whole Watch.

13 LIEUTENANT [REDACTED] When you're on the  
14 Starboard Side do you know, so again, Starboard,  
15 Centerline, Port, uh, about how much time would have  
16 elapsed before you went back to Starboard again?

17 [REDACTED] About 20/25 minutes to cycle through.

18 LIEUTENANT [REDACTED] And when you say cycle  
19 through is that the entire cycle or is that --

20 [REDACTED] Yeah, kind of just working my way  
21 from each.

22 LIEUTENANT [REDACTED] Was there any coordination  
23 that when you're going to Port that JOD or the OOD go  
24 Starboard?

1 [REDACTED] Uh, not to my knowledge. But they  
2 could have, uh, but I wouldn't have known because I was on  
3 the other side.

4 LIEUTENANT [REDACTED] Right. So, that's not a  
5 communication that you're making saying, you know, as a  
6 standard of the Watch when I go Port you go Starboard.  
7 That's not something that's worked out. They're just doing  
8 their own Watch?

9 [REDACTED]: Yes, sir.

10 LIEUTENANT [REDACTED] They're moving on their  
11 own?

12 [REDACTED] Yes, sir.

13 CAPTAIN [REDACTED] Just so I'm clear. So, you very  
14 clearly are in the habit and you've been trained to  
15 announce your movement within the Pilot House and on the  
16 Bridge Wings?

17 [REDACTED] Yes, sir. Always.

18 CAPTAIN [REDACTED] Do the OOD and JOD do the same  
19 thing?

20 [REDACTED] Not to my knowledge, sir.

21 CAPTAIN [REDACTED] Okay.

22 LIEUTENANT [REDACTED] Let's talk radar for a  
23 little bit here. Uh, are you aware of any blind spots on  
24 the radar or maybe places, zones where it just doesn't see  
25 as well?



1 [REDACTED] No. I was taught that our port  
2 quarter may not pick up on our navigation radar due to it  
3 being in front of the mast.

4 LIEUTENANT [REDACTED] And which one is the  
5 Navigation radar?

6 [REDACTED] Uh, the 73.

7 LIEUTENANT [REDACTED] What about, uh, I'm not  
8 calling it a blind spot, but maybe a scatter zone where  
9 there's a place where if Vessels get into a certain range  
10 it just doesn't pick up very well?

11 [REDACTED] Uh, only knowledge I have of that is,  
12 uh, we did simulations on CONN reps where ships would kind  
13 of disappear because they were so close.

14 LIEUTENANT [REDACTED] Do you have a rough idea  
15 of what that range might be?

16 [REDACTED] For CONN, 100 ADR's.

17 LIEUTENANT [REDACTED] So pretty close, close to  
18 the Vessel?

19 [REDACTED] Yeah.

20 LIEUTENANT [REDACTED] Uhm, you kind of mentioned  
21 here that, uh, you thought the range last time you might  
22 have seen it was about 50,000 yards?

23 [REDACTED] Yes, sir. But that wasn't from that  
24 Watch. That was, uhm, last time I was Conning before we  
25 went back underway.

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1           LIEUTENANT [REDACTED]           All right. So that was  
2 on a different Watch all tighter?

3           [REDACTED]           That was on a different Watch all  
4 together, sir.

5           LIEUTENANT [REDACTED]           In your previous Watches  
6 what would you say was the normal range used on that 73?

7           [REDACTED]           I'm not entirely sure, sir.

8           LIEUTENANT [REDACTED]           Does 50,000 seem  
9 outrageous? Like that's way too far out? A little short?

10          [REDACTED]           It seems pretty far out, sir.

11          LIEUTENANT [REDACTED]           And I, and I know this is  
12 also kind of new to you, but if it was your radar based on  
13 the training you've had what would you set the range to?

14          [REDACTED]           Much less. 6000, maybe, probably a  
15 little more than that.

16          LIEUTENANT COMMANDER [REDACTED]       From the Pilot House  
17 how far can you see is visible horizon? How, how long of a  
18 distance is that?

19          [REDACTED]           About 16 miles. 13 to 16.

20          LIEUTENANT [REDACTED]           And how was the weather  
21 and visibility that night?

22          [REDACTED]           There was no weather that day.  
23 Nothing. Not that I remember. Uhm, it was very dark, but.

24          LIEUTENANT [REDACTED]           So, would it be safe to  
25 say you felt you had all 16 miles?

1 [REDACTED] Uh, I didn't think there was any  
2 impeding fog or whatever that would have, uh, gotten in the  
3 way of that, sir.

4 LIEUTENANT [REDACTED] Was there ever a time  
5 where you saw a contact out there and then you went to the  
6 radar or ARPA to check the distance and kind of calibrate  
7 what you thought the distance was to what it was showing  
8 electronically?

9 [REDACTED] No, sir. I was told not to look at  
10 the radars.

11 LIEUTENANT [REDACTED] Is that a normal command?

12 [REDACTED] Uh, kind of how the CONN's are taught  
13 on the Fitzgerald that our job is not to look at the  
14 radars.

15 CAPTAIN [REDACTED] Can I jump in here for a second.

16 LIEUTENANT [REDACTED] Uh-huh.

17 CAPTAIN [REDACTED] So, we want to learn more about,  
18 uh, how you guys do contact management. So, I'm going to  
19 give you a scenario. And what I want you to do is just  
20 walk us through based on your experience and training, uh,  
21 the interaction between the OOD and the JOD and the CONN,  
22 right? So, let's say you're on the Starboard Bridge Wing.

23 [REDACTED] Yes, sir.

24 CAPTAIN [REDACTED] It's nighttime, you're doing your  
25 scan, you put your bino's up to your eyes and you look out

1 at 045 relative and you see just coming up over the horizon  
2 some kind of Vessel, it's got a mast out of range light and  
3 you see a red running light. Okay? So, walk us through  
4 what do you do with that information? And how do you, the  
5 JOD and the OOD interact about that contact?

6 [REDACTED] Uh, so if I, uhm, excuse me, if I see  
7 a red running light, sir, I'd probably and with the mast  
8 headlight as well I'd probably go back in and tell the OOD  
9 there maybe, maybe a crossing situation or something that  
10 we need to be aware of.

11 CAPTAIN [REDACTED] Well, start with the beginning.  
12 So, how do you, how do you report that Vessel?

13 [REDACTED] Uh, just go, go to the OOD and tell  
14 them, sir.

15 CAPTAIN [REDACTED] So, I'm the OOD, make the report.  
16 [REDACTED] OOD there's a, a Vessel showing a red  
17 light that looks like it's coming, could be, could be  
18 coming towards us, crossing us.

19 CAPTAIN [REDACTED] Do you provide a bearing?

20 [REDACTED] Uh, yeah. Probably, it's, uh, coming  
21 at 045 relative is where I'm hooking on the bearing and  
22 from there they'd probably try and hook it on the radar.

23 CAPTAIN [REDACTED] Okay. Who does that?

24 [REDACTED] Uh, generally they'd have the Junior  
25 Office of the Deck have that done, sir.

1 CAPTAIN [REDACTED] Okay. So, JOD is prompted to go  
2 look for the contact on the radar then what happens?

3 [REDACTED] Uh, after that I would probably  
4 confer with Combat, what should happen is probably talk to  
5 Combat and see if they, see if they see anything out there  
6 or what they're seeing and --

7 CAPTAIN [REDACTED] Okay. Who's, who's initiating  
8 that conversation with CIC?

9 [REDACTED] Either the JOD or the OOD, sir.

10 CAPTAIN [REDACTED] Okay. How about you, do you get  
11 feedback at any point? Does the JOD say I have a radar  
12 contact on that same bearing, range 10 nautical miles,  
13 speed leader indicates port aspect, stand by for CPA.  
14 Anything like that occur?

15 [REDACTED] No, sir.

16 CAPTAIN [REDACTED] Okay.

17 [REDACTED] The most that would happen is they,  
18 uh, the OOD would, uh, tell me to go and monitor it, maybe  
19 try and try and see the bearing drift and report back with  
20 that.

21 CAPTAIN [REDACTED] Okay. So, you go back to the  
22 Bridge Wing or you get potentially see it from Centerline,  
23 right?

24 [REDACTED] Yes, sir.

1           CAPTAIN [REDACTED] As long as it's not, your view is  
2 not impeded, right?

3           [REDACTED] Yes, sir.

4           CAPTAIN [REDACTED] So, how do you as a Conning  
5 Officer, how do you -- what are the tools you use to  
6 determine bearing drift?

7           [REDACTED] Uh, I use the alidades and, uhm, at  
8 nighttime they have a light mechanism on them to be able to  
9 see.

10          CAPTAIN [REDACTED] Okay. So what's the process  
11 that you use to use that telescopic alidade to determine  
12 bearing drifts?

13          [REDACTED] Generally when you, uh, when you look  
14 through it and kind of line up if there's a, uh, a line  
15 through the center --

16          CAPTAIN [REDACTED] Uh-huh.

17          [REDACTED] -- of your sight and you line that  
18 up, you take the bearing of the light you see in the  
19 distance. And after a couple of, a couple of minutes you  
20 check again and see if it has a different bearing than what  
21 saw last time that's how you could get your left to right  
22 bearing.

23          CAPTAIN [REDACTED] Okay. So, you shoot two  
24 bearings, separate it in time and you look for the trend?

25          [REDACTED] Yes, sir.

1 CAPTAIN [REDACTED] Okay. All right. So, you, uh,  
2 you shoot two bearings three minutes apart, you determine  
3 that there's no bearing change or it's, uh, insignificant.  
4 What do you do with that information?

5 [REDACTED] Give that to the OOD.

6 CAPTAIN [REDACTED] Okay. Then what would you expect  
7 to happen?

8 [REDACTED] Uh, the OOD would either confirm it  
9 to the JOD, Combat if there's a contact report that needs  
10 to be made or if we need to change course to avoid.  
11 Something along those lines, sir.

12 CAPTAIN [REDACTED] Okay.

13 LIEUTENANT [REDACTED] You mentioned, uh, this  
14 was your first time with the OOD. Uh, what about the JOD?  
15 Is this the first watch as well?

16 [REDACTED] Yes, sir.

17 LIEUTENANT [REDACTED] Any -- in your limited  
18 time working together any ideas about, uh, capabilities,  
19 understanding of the radar with the team you were working  
20 with, how did you feel their understanding of the equipment  
21 and their duties?

22 [REDACTED] Kind of expected. The same as my  
23 last Bridge Team, sir. But, uh, I didn't really get a  
24 chance to work with them too much to have a better  
25 understanding, sir.

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1 LIEUTENANT [REDACTED] Anything jump out at you  
2 as something way out of normal or, or certainly why is this  
3 person doing this or saying that?

4 [REDACTED] Not that I could recall, sir.

5 LIEUTENANT [REDACTED] So, nothing unusual?

6 Would the -- when the JOD is using the ARPA and radar  
7 contacts, are they communicating those directly to you or  
8 are they just only going to the OOD?

9 [REDACTED] Uh, I wasn't told anything or  
10 remember anything particular regarding that, sir. I know  
11 on other Bridge Teams every time the OOD had something  
12 they, uh, they told me to try and get out there and get a  
13 bearing on it.

14 LIEUTENANT [REDACTED] And for this Watch?

15 [REDACTED] Nothing, sir. I know at one point I  
16 did, uh, I took a bearing with the OOD at one Vessel. But  
17 it was, it had bearing drift.

18 LIEUTENANT [REDACTED] You mentioned two zero  
19 zero. Do you recall any -- was there, was there another,  
20 uh, course change prior to that?

21 [REDACTED] Uh, prior to that --

22 LIEUTENANT [REDACTED] Or any other course  
23 changes aside from going to two zero zero?



1 [REDACTED] Uh, there were, uh, so prior to that  
2 we were going, teetering from maybe one eight zero, one  
3 nine zero as well. I'd have to double check.

4 LIEUTENANT [REDACTED] So, mostly staying within  
5 a range order two zero zero and stayed on that --

6 [REDACTED] Yes, sir.

7 LIEUTENANT [REDACTED] Do you remember what time  
8 the order to two zero zero was?

9 [REDACTED] Uh, I can't recall. I believe it was  
10 prior to 1:00 a.m.

11 LIEUTENANT [REDACTED] So, you again mentioned  
12 that the nearest that you could tell there's no concerns  
13 with calling the CO. If there is a problem the environment  
14 was call me, I, the CO certainly wanted to be called.  
15 Would you say that's, that's the case?

16 [REDACTED] If there was a -- yeah, yes sir.

17 LIEUTENANT [REDACTED] Okay.

18 [REDACTED] Yes, sir.

19 LIEUTENANT [REDACTED] Okay. So, if there was a  
20 concern on the Watch there was -- there would be no  
21 hesitation, no worries calling the CO?

22 [REDACTED] I do believe that the CO makes it a,  
23 makes a point that, you know, when -- because I was  
24 studying for import OOD and if there's ever problem that  
25 one of --- to become one of those positions you need to be

1 able to be comfortable to call the CO, sir. I think that's  
2 one of the milestones that you have to have that  
3 comfortability.

4 LIEUTENANT [REDACTED] Did you feel that the OOD  
5 was comfortable?

6 [REDACTED] Uh, comfortable enough, uh, sir, that  
7 they did have their exchange words after the Boat  
8 Operations and I don't know the exact contents of those  
9 words, but --

10 LIEUTENANT [REDACTED] So, you saw the physical  
11 interaction on the Bridge, them talking and it seemed just  
12 like a normal CO to OOD relationship?

13 [REDACTED] Yes, sir.

14 LIEUTENANT [REDACTED] How about for yourself?  
15 Have you ever had, you know, you mentioned the example  
16 where, uh, you know, you briefed the OOD and said are we  
17 within a distance? So, you had a concern you brought that  
18 up. Any other concerns that -- above that whether it, you  
19 know, day to day work, something onboard the Vessel, did  
20 you ever bring something up higher to an OOD or did you  
21 feel that you could?

22 [REDACTED] Uh, I never had a concern I had to  
23 bring up higher than the immediate supe, uh, immediate  
24 officer in charge.

1 LIEUTENANT [REDACTED] So nothing to XO, CO,  
2 Command Master Chief?

3 [REDACTED] I never had to approach them with any  
4 concerns.

5 LIEUTENANT [REDACTED] Do you feel like you  
6 could?

7 [REDACTED] If I needed to I feel like I could,  
8 sir.

9 LIEUTENANT [REDACTED] How did your changeover  
10 for First Lieutenant go? Were you given a nice binder that  
11 says here's everything that ever First Lieutenant has ever  
12 learned or is it there's some stuff on the drive, see you  
13 later.

14 [REDACTED] Uh, there was turnover binders with  
15 division officer notebook, uh, the warfare areas of, uh,  
16 search and rescue as well as, uh, the flight for flight  
17 quarters. Uh, they had a in the Seamen Ship Binder, they  
18 had, everything was in, was in pretty good order. At the  
19 time we didn't have our, our share drive for the entire  
20 turnover, so I couldn't really go on and get as effective  
21 as a turnover. Uh, there was no rattling at the time.

22 LIEUTENANT [REDACTED] Uh-huh.

23 [REDACTED] We didn't have a lot of our, uh,  
24 computer resources throughout the entire turnover. Uh,  
25 nobody was able to get on certain, uh, effective Navy

1 websites and tools. So, there's a lot of things that I  
2 didn't know.

3 LIEUTENANT [REDACTED] Uh-huh.

4 [REDACTED] But, uh, you know I got to, I knew  
5 the division, uh, we have a new Chief in Deck Division as  
6 well and that was, uh, really good to be able to work with,  
7 work with him. And we also just got six new, uh, PACT  
8 Sailors in the division recently.

9 LIEUTENANT [REDACTED] And many of them are  
10 standing Watch with you up on the Bridge?

11 [REDACTED] Yeah, they were all doing, learning  
12 how to do AFT Lookout Helm/Lee Helm.

13 LIEUTENANT [REDACTED] Mr. [REDACTED]?

14 MR. [REDACTED] I had a couple of questions for  
15 you. All right. Your First Lieutenant that relieves you  
16 was still on board the Vessel, right?

17 [REDACTED] Yes, sir.

18 MR. [REDACTED] Did you feel comfortable going to  
19 him if you had any questions?

20 [REDACTED] Uh, that day I asked him about, uh,  
21 Watch Bills and he, uh, kind of wanted me to go to the  
22 Division for help, he told me that, uh, the best I'm going  
23 to learn is to go and work with the Division. So, he, uh,  
24 didn't give me any input on how to get that done. But I  
25 worked with my BM1 to get it done and then, uh, I've never

1 had to route a Watch Bill or make one, so I was kind of  
2 working with the Chief and BM1 to get that done.

3 CAPTAIN [REDACTED] Can I ask a follow-up on that  
4 real quick?

5 MR. [REDACTED] Sure.

6 CAPTAIN [REDACTED] So, uh, when was the underway  
7 Watch Bill made publicly available? Was it prior to  
8 getting underway? Or was it after the underway?

9 [REDACTED] It was, it was that morning, uh, it  
10 was Sea and Anchor and, uh, as well as the Watch Bill when  
11 we found out our stations that day.

12 CAPTAIN [REDACTED] So the Sea Detail Watch Bill, uh,  
13 the Special Evolution Watch Bill and the normal underway  
14 Watch Watch Bill were made available the day of underway?  
15 Not --

16 [REDACTED] Day of underway.

17 CAPTAIN [REDACTED] -- 24/48/72 hours ahead of time?

18 [REDACTED] They were all made available that  
19 day, sir.

20 CAPTAIN [REDACTED] Okay. Is that, is that the norm  
21 based on your experience on Fitz? Or was that an  
22 exception?

23 [REDACTED] That could have been an exception.  
24 I've only ever, ever seen maybe one other that was 24 hours  
25 in advance.

1 CAPTAIN [REDACTED] Okay.

2 MR. [REDACTED] When you came on Watch, uhm, the  
3 OOD passed you that the CO had gave her special  
4 instructions that allowed her to deviate from the track  
5 line and not make communications doing CPA's. Did -- was  
6 the JOD aware of this also?

7 [REDACTED] Uh, not to my knowledge. She, she  
8 wasn't involved when I asked.

9 MR. [REDACTED] Okay. So, did she -- did she  
10 witness this exchange or anything like that?

11 [REDACTED] Not to my knowledge.

12 CAPTAIN [REDACTED] Did you three discuss that as a  
13 team?

14 [REDACTED] No, sir.

15 CAPTAIN [REDACTED] So, the OOD never said hey guys,  
16 special role for our Watch, Captain said rely CPA reporting  
17 distances X when it's normally 6000 yards?

18 [REDACTED] No, sir.

19 CAPTAIN [REDACTED] Okay.

20 MR. [REDACTED] All right. So, she's there,  
21 she's watch -- the JOD, she's there, she's watching the  
22 radar and you have multiple contacts that deviate from the  
23 standing orders as you know it. And she never raised an  
24 eyebrow? She never raised her hand? She never said hey,  
25 what's going on?

1 [REDACTED] Not that I, not that I saw. I could  
2 have been on the Bridge Wings when there could have been  
3 other conversations happening. No, not that I saw, sir.

4 MR. [REDACTED] And you said earlier that first  
5 time at the CONN, the OOD told you to look straight forward  
6 and not to check the radars?

7 [REDACTED] Yeah. They, uh, it was kind of the  
8 practice from the Fitzgerald that the CONN doesn't, doesn't  
9 use the radars.

10 MR. [REDACTED] Okay. So, without the radar  
11 you're making 25-minute rotation or cycle through of the  
12 Bridge Wings. Did you feel that you have a clear picture  
13 of what was going on around?

14 [REDACTED] It could have been more clear I'd say  
15 at the time that I was there.

16 MR. [REDACTED] So, did you feel comfortable with  
17 that practice? Or not being able to look at the radar?

18 [REDACTED] I, at the time it seemed, it seemed  
19 strange, but I thought everyone, that's how everyone  
20 trained.

21 MR. [REDACTED] Okay.

22 [REDACTED] That's kind of what I was trained to  
23 do, but, sir.

24 MR. [REDACTED] All right. But did you get an  
25 opportunity to look at the VMS at all?

1 [REDACTED] No, sir.

2 MR. [REDACTED] All right. So, to your  
3 knowledge, did you know all of the Vessels that were  
4 targeted by Fitz during that transit out?

5 [REDACTED] No, sir.

6 MR. [REDACTED] All right.

7 LIEUTENANT COMMANDER [REDACTED] I have one follow-up.  
8 Uh, you had mentioned NVG's, uh, to your awareness is there  
9 -- how many NVG's are up on the Bridge?

10 [REDACTED] There, there's definitely at least  
11 two, sir. Uh, it could be, could be more.

12 CAPTAIN [REDACTED] Is that, is that a turnover item  
13 that requires accountability Watch to Watch that's logged?

14 [REDACTED] It's not logged, sir.

15 CAPTAIN [REDACTED] So, that's not a formal Conning  
16 Officer turnover item? That's formally turned over from  
17 Watch to Watch with accountability?

18 [REDACTED] There's, uh, there's no sort of log,  
19 however, it is, uh, it's generally during Night Watches it  
20 is, uh, physically handed to the next CONN from one CONN to  
21 another.

22 LIEUTENANT COMMANDER [REDACTED] And with those two  
23 NVG's it's only for the Conning Officer or is there anyone  
24 else under NVG goggles?



1 [REDACTED] I think, I believe the JOD as well as  
2 the OOD both generally, uh, use them. There's no, uh, no  
3 formal log.

4 LIEUTENANT COMMANDER [REDACTED] So, would it be fair  
5 to say that the, there's a set of goggles for, uh, OOD and  
6 JOD to use and you have a dedicated pair as the Conning  
7 Officer?

8 [REDACTED] Yes, sir. I believe that would be  
9 fair to say. The CONN generally always has at nighttime a  
10 pair of night vision goggles.

11 CAPTAIN [REDACTED] Uh, so let's go back. You had  
12 mentioned that, uh, you got called in by the OOD for the  
13 two four zero, the intended two four zero course change.  
14 That's when you got visual on, uh, what became the  
15 collision vessel. And you told us it was about three or  
16 four minutes from the time you got eyeballs on that ship  
17 until the collision. Do you stand by that?

18 [REDACTED] I believe so.

19 CAPTAIN [REDACTED] Okay. Yeah, I understand it's --

20 [REDACTED] Less, it could have been less,  
21 there's a -- it was a long moment.

22 CAPTAIN [REDACTED] Okay. So, uh, and the OOD  
23 directed you to turn left?

24 [REDACTED] Uh, she, she yelled hard left rudder  
25 and, uh, the Conning Officer was, uh, I'm sorry not the

1 Conning Officer, the Helm/Lee Helm, sir, was, uh, kind of  
2 doing the, uh, could've been the moment, could've been  
3 adrenaline, but it seemed slow, you know, they were saying  
4 Conning Officer my rudder is left without knowing that  
5 there was a, like it didn't seem that they knew there was a  
6 --

7 CAPTAIN [REDACTED] So, they OOD, basically the OOD  
8 assumed the CONN when she gave that order?

9 [REDACTED] Yeah, yes sir.

10 CAPTAIN [REDACTED] Okay. Was that announced in the  
11 Pilot House?

12 [REDACTED] Uh, there was no formal I have the  
13 CONN.

14 CAPTAIN [REDACTED] Okay. All right. Uhm, under  
15 what conditions is it appropriate for the Ship to turn left  
16 to avoid collision? Are you aware of any?

17 [REDACTED] If to avoid imminent danger if it's  
18 absolutely necessary. That's about as far as --

19 CAPTAIN [REDACTED] Okay. Any other -- what are the  
20 Captain's standing orders say about that?

21 [REDACTED] I'd have to, I'd have to reread and  
22 double check, sir.

23 CAPTAIN [REDACTED] Okay. Any other questions?

24 LIEUTENANT [REDACTED] Yes. Only two.

25 CAPTAIN [REDACTED] Okay.

1           LIEUTENANT [REDACTED]           So, we've got the chart  
2 out here and I just want to kind of get an id--, a rough  
3 idea. I understand, you know, and the Vessel was up here  
4 during, during Boat Ops and whatnot, got underway and it  
5 was heading, uh, you know in a southerly direction. Uh,  
6 explain to me what, what kind of traffic were you seeing?  
7 Like where were there concerns of, you know, there's a lot  
8 of traffic out here?

9           CAPTAIN [REDACTED]           Did you and the COC have a  
10 conversation about traffic density and where you expected  
11 to have heavier traffic?

12           [REDACTED]           Just that there was traffic density,  
13 sir. There was no, uhm, there was no real discussion.  
14 Just that there, there's traffic density.

15           CAPTAIN [REDACTED]           Okay.

16           [REDACTED]           I remember, I remember traveling  
17 after Boat Operations there's a couple closer Vessels on,  
18 on the Port Side, those were coming down. Uh, at the time  
19 I was on the Starboard Bridge Wing, I remember seeing 2  
20 white mast headlights in the, far in the distance. And  
21 then when I went back to Centerline I kept, kept my eyes  
22 forward and conditions seemed normal. When I went on the  
23 Port Bridge I mean there's maybe about five, six. There  
24 could have been a little more lights that I was starting

1 just to try and get familiar -- I used the binoculars and  
2 NVG's.

3 LIEUTENANT [REDACTED] All right. When, when --  
4 so when you're moving down are you aware of your position  
5 in the area as in like is there a mental chart in your mind  
6 saying okay, we are here?

7 [REDACTED] So, I knew -- I did know that, uh,  
8 you know, coming from afternoon Boat Ops, I know that  
9 there, there was land there and you could see the land  
10 coming down on our Starboard side. You could see that  
11 there's, I had a mental idea that there's --

12 LIEUTENANT [REDACTED] Okay.

13 [REDACTED] -- like just where Japan is.

14 LIEUTENANT [REDACTED] Because that leads to my  
15 next question of do you know of the voluntary traffic  
16 separation schemes in the area of where those lanes are?

17 [REDACTED] I don't.

18 LIEUTENANT [REDACTED] You do not know?

19 [REDACTED] No, I don't know too much information  
20 about that, sir.

21 LIEUTENANT [REDACTED] Okay. So, you didn't know  
22 that there in certain areas traffic is expected to be going  
23 into Tokyo at one spot and away from Tokyo in another,  
24 where those lanes might be?

1 [REDACTED] I mean I know what a traffic  
2 separation scheme is.

3 LIEUTENANT [REDACTED] Uh-huh.

4 [REDACTED] And I know, uh, but I didn't know  
5 where --

6 LIEUTENANT [REDACTED] Okay. So, --

7 [REDACTED] -- they were at the --

8 LIEUTENANT [REDACTED] -- so we're here, there's  
9 a TSS here, Vessels should be mostly on my Starboard side  
10 heading in. That kind of understanding.

11 [REDACTED] Yeah, I have that understanding.

12 LIEUTENANT [REDACTED] Okay.

13 [REDACTED] Yes, sir.

14 LIEUTENANT [REDACTED] But at the time of the  
15 night did you -- we're heading south, there should be a  
16 stream of Vessels on my Starboard coming in around this  
17 area. Was that kind of knowledge --

18 [REDACTED] We didn't discuss that, sir. I  
19 didn't have that.

20 LIEUTENANT [REDACTED] All right. Thank you.

21 MR. [REDACTED] All right. Uhm, just a follow-  
22 up. Now, you -- why did think that the CONN told you not  
23 to look at the radars?

24 [REDACTED] Uh, the OOD told me.

25 MR. [REDACTED] Yeah, the OOD.

1 [REDACTED] Not to worry about the radar, sir.

2 MR. [REDACTED] Do you know why?

3 [REDACTED] It's kind of just practice on the  
4 Fitzgerald that the CONN uses, keeps their eyes forward and  
5 he keeps a visual idea of the contact pictures. Uhm, he  
6 knows the, he knows the standard commands and knows the  
7 speed and course.

8 MR. [REDACTED] Okay. You just went to BDOC,  
9 right?

10 [REDACTED] Yes, sir.

11 MR. [REDACTED] How, how do they train you there  
12 as far as CONN's duties and better understanding of your  
13 waterway and all this good stuff?

14 [REDACTED] So, at BDOC they have a virtual  
15 simulation they kind of, they put you through, uh, and that  
16 simulation is they really focus on mostly, mostly care work  
17 in one tub, it's lots and lots of pier work, how you do a  
18 transit to your pier. They have you transiting out of your  
19 pier and, uh, they don't really do much of open water.  
20 They have you go through, they do have you go through a  
21 traffic separation scheme and how to, uh, you know, as the  
22 CONN you're making the calls on the, on the Bridge. But  
23 they're, they're a Conning simulation.

24 MR. [REDACTED] All right. But at no point in  
25 time does your instructor say, while making these calls and

1 observing traffic schemes that you probably should walk  
2 over to your radar and see what's going on?

3 [REDACTED] So, they have, when you you're the  
4 CONN they have, you're only seeing visually through the  
5 simulation, you don't, you can't see the radar there --

6 MR. [REDACTED] Okay.

7 [REDACTED] -- like you're going to look down and  
8 see your right rod angle indicators, but they'll have a,  
9 uh, another member of BDOC, one of the other student's kind  
10 of man the radar.

11 MR. [REDACTED] Okay. And the --

12 [REDACTED] Not doing CONN.

13 MR. [REDACTED] -- and so the other student  
14 manning the radar. You're the CONN in this simulation.  
15 Are they relaying any additional information to you?

16 [REDACTED] Yeah, they are. They're, they're  
17 telling you what the contacts are, what the picture is.

18 MR. [REDACTED] Right. Okay. So, if this is the  
19 way you're trained, you're standing on board the Fitz and  
20 the way you're trained isn't matching up with what you see.  
21 Did you bring that up to anybody? And I mean while you're  
22 training under instruction right up until the night of the  
23 incident?

1 [REDACTED] So, I know that there, some of the  
2 other OOD's I've trained with they, you know, they did,  
3 they shouted out what's on the radar.

4 MR. [REDACTED] Okay.

5 [REDACTED] They, they said that hey we need you  
6 to go take a bearing there's something fishy on the radar  
7 there. Go check it out. And I'd check it out

8 MR. [REDACTED] Okay. So, would it be safe to  
9 say that when you're working with the other OOD's aboard  
10 the Fitz there was more teamwork in that versus the night  
11 of the incident?

12 [REDACTED] Yes, sir.

13 MR. [REDACTED] Okay.

14 CAPTAIN [REDACTED] At your BDOC course or any other  
15 time have you gone through Bridge Resource Management?

16 [REDACTED] They, uh, they did do the, they give  
17 a lecture on resource management.

18 CAPTAIN [REDACTED] Okay. So, on a scale of one to  
19 ten, ten being a hundred percent, uh, uh, alignment. Zero  
20 being totally [inaudible 1:38:15], how closely would you  
21 say the Bridge Watch Team that you were on on the evening  
22 of the collision, how closely did that match the training  
23 you had received back at BDOC?

24 [REDACTED] A three or four, sir.



1           CAPTAIN [REDACTED]   Okay.  Anybody else?  Well, Mr.  
2 [REDACTED], so how did this happen?  We've had this long  
3 conversation about all these different elements of what was  
4 going on that night and equipment and the people and  
5 relationships and processes and authority, but, uh, you  
6 know, the fundamental question is, you know, in your view,  
7 how did this happen?  How did Fitz come to occupy the same  
8 body of water as Motor Vessel Crystal?

9           [REDACTED]           Yes, sir.

10          CAPTAIN [REDACTED]   With all these tools, all these  
11 people?

12          [REDACTED]           Sir, the, you know, a lot of my deck  
13 division, I know that the day itself was a long day of  
14 evolutions, uhm, we're steaming at 20 knots, uh, all the  
15 guys in deck division are the ones that, that do the AFT  
16 Lookout.  They do the, the, I'm sorry, Helm/Lee Helm and  
17 they also, you know, they do all these evolutions and we  
18 all did it together and it was a long day, uh, I, I know as  
19 CONN I, uh, I went to the Starboard Bridge Wing and, uh, I  
20 didn't see anything that I perceived to be, uh, a problem  
21 and I really, uh, I can't figure out why I didn't see any  
22 side lights, didn't see any, didn't look like it was coming  
23 at us and I went back inside and the Bridge Team I don't, I  
24 don't think we were communicating very well across the  
25 board.  Uh, by the time I went Centerline and I was on Port

1 Bridge Wing for a little bit taking the bearings there and  
2 by the time I came, you know, was told to come back inside  
3 there was a ship there. A big ship and I think it boils  
4 down to lack of communication across the board, across the  
5 chain of command. There's just, they teach about the Swiss  
6 cheese affect at, uh, at BDOC that you got a loaf of cheese  
7 and the whole goes all the way through. I think, I think  
8 there is like a chain of a hundred links, I think it's just  
9 we weren't together.

10 I kept focusing on a, uh, the fact that I, you know,  
11 but I don't know if one of the white lights I saw out there  
12 was the ACX Crystal or not. And, uh, I think that we just  
13 weren't communicating. I don't know what the OOD was up to  
14 really at that time, I don't know what the JOD, I know I  
15 was on the Port Bridge taking, taking bearings and  
16 centerline and I don't know. I don't know what was going  
17 on in Combat, sir. I think it was a lot of, a lot of  
18 things just happened to go wrong that night, that day.

19 CAPTAIN [REDACTED] Okay. Well, you and your  
20 shipmates, uh, endured a hell of an experience that night.  
21 The collision, the shock, fighting to save the ship,  
22 getting damage control efforts under control. Uh, seven of  
23 your shipmates got killed in the process of doing that.

24 [REDACTED] Yes, sir.

1 CAPTAIN [REDACTED] Uh, all of the hard work to get  
2 her stabilized and headed fair back to Yokosuka, tied up so  
3 that all the followup on repair Fitz could pick up. So, I'm  
4 sure you either personally witnessed or heard about, you  
5 know, through the network, uh, about individual shipmates  
6 or group of shipmates that performed, you know, above and  
7 beyond the call. You know, particularly heroic,  
8 particularly brave, you know, risked their lives, uh, so if  
9 you've got -- we're asking this question of everybody. So,  
10 if anybody, any names pop into your head, you've been  
11 thinking about since that day of folks that you think who  
12 are particularly noteworthy in their performance, we'd like  
13 to know who those people are.

14 [REDACTED] Yes, Sir. Uh, I saw Ensign, Ensign  
15 [REDACTED] with his, uh, to be honest he brought the Captain up  
16 to the Bridge and took his own shirt off to keep the  
17 Captain warm. Trying to talk to him. I think that's  
18 pretty, pretty unbelievable that he was able to do that.

19 The XO told me that, uh, around shy of 2:00 a.m. that  
20 we needed to get ready for towing, so the BM1/BM2/BMC, both  
21 BM1's for that matter, you know, they were manually lifting  
22 the chain through the chain, the, the -- sorry, the pipe  
23 and, uh, you know, we were -- I was holding the pin up  
24 while they were mauling the chain to separate it, I was  
25 witnessing, you know, wrapping ropes around the chain to --

1 because the Wheelis wasn't operational. So, they were,  
2 they were lifting up the chain through the pipe and it's  
3 just having to get that ready for hours just in case, you  
4 know, we needed that tow. And they, you know, just getting  
5 the riding stoppers together and just Smalling the chain,  
6 it was pretty, pretty, pretty incredible that they were  
7 able to do that and, uh, just they were, they were getting  
8 everything ready on that deck. There was lifeboats, they  
9 had all the, uh, all the different life preservers, they  
10 were, they were on point.

11 CAPTAIN [REDACTED] Anybody else come to mind?

12 [REDACTED] Uh, from my personal eyewitness that  
13 night, that day, night that was, those are the people that  
14 I saw that were of pretty particular note.

15 CAPTAIN [REDACTED] Okay.

16 LIEUTENANT [REDACTED] Well, we certainly  
17 appreciate your time here today and providing all this  
18 information and your experiences. We want to open the  
19 floor to you if there's any questions you may have for us  
20 or any additional information, uh, that you want to bring  
21 up that maybe didn't come up through our interviews today.

22 [REDACTED] Yes, sir. I appreciate it. Thank  
23 you very much. Uh, I don't believe I have anything else  
24 that could help. I just, you know, I think the -- the day  
25 in itself was a really long day. I don't know if I could

1 have changed anything. Real hours were cut short on two  
2 separate occasions, but it's just, it's just like things  
3 that happened throughout the day I understand.

4 LIEUTENANT [REDACTED] If you do have any  
5 additional questions or maybe, you know, an hour later you  
6 -- something comes to mind you wish you had brought up, uh,  
7 please do feel free to reach out to us. We'd be glad to  
8 get that information. And then, uh, finally, as the  
9 investigation is ongoing we ask that you do not discuss  
10 this interview with other personnel as we'd like to make  
11 sure that the stories are kept separate, you know, and we  
12 don't mix up information.

13 [REDACTED] Yes, sir

14 LIEUTENANT [REDACTED] Definitely appreciate your  
15 time today. Thank you so very much.

16 [REDACTED] Thank you, sir.

17 CAPTAIN [REDACTED] I'll walk you out.

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